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AN ILLUSTRATED GUIDE AND SOUVENIR

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THE

# New England Coast:

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## ITS FAMOUS RESORTS



THE HARBOR AND BREAKWATER, BLOCK ISLAND.

BY ROBERT GRIEVE



PROVIDENCE, R. I.: J. A. & R. A. REID, PUBLISHERS AND PRINTERS,  
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THE BEACH AND OCEAN VIEW, NARRAGANSETT PIER.

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## PUBLISHERS' PREFACE.

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THE growing tendency among the people of our country to spend the summer months at the sea-shore is one of the most marked phases of modern life in America. While a comparatively recent development, the annual breathing of salt-sea air has become the greatest source of pleasure and healthful rest and recreation for vast numbers. Without doubt, of all the sections of coast bordering upon our favored continent, that of New England is the most popular. The picturesque scenery, from Long Island Sound to Bar Harbor — varied by bold headlands, precipitous bluffs and gently shelving beaches, the coast indented with beautiful bays and inlets and dotted with islands — forms the primary attraction. Added to this the coast of New England is the soil trodden by the Pilgrims and Puritans, and other sturdy settlers, and has innumerable mementos made historic by their lives and deeds. The old towns abound with histories and legends of romantic merchantmen, of bold privateering and naval expeditions of earlier days, while the lives of the whalers, of the earlier fishermen and even of the hardy fishermen of to-day, all help lend enchantment to the mind, while the body inhales vigor from the breezes from the Atlantic. Hundreds of thousands flock to these shores annually and summer homes dot the entire line of sea border, while at short intervals are famed resorts: Cities, towns, villages, hamlets and clusters of hostelries teeming with pleasure seekers, health seekers and loiterers.

Encouraged by the great popularity of our ventures in the past to describe and picture these places, and realizing the importance of issuing a work which would at least be a commendable effort to do justice to their attractions, the publishers have projected the present work, *THE NEW ENGLAND COAST*, believing it to be the most elaborate and attractive as well as most valuable pictorial guide and souvenir of the coast ever before presented.

In its pages besides realistic engravings in great profusion will be found many other valuable features: graphic descriptions of places, routes of access, hotel lists and prices, historical incidents, legendary stories, fragmentary bits descriptive of life and customs of both natives and visitors; all these as a guide. As a souvenir, very many of its features will remind the home-returning tourist of hours happily spent at the sea-side.

In the preparation of this work we have been materially and successfully assisted by many eminent photographic artists, and by prominent citizens all along shore, to all of whom we return our thanks for information and courtesies received. Among the artists who have been specially employed are Messrs. Child & Co. and Mr. C. S. Stanhope, of Newport, R. I.; Mr. L. B. Howard, of Brockton, Mass.; Mr. W. B. Davidson, of Wakefield, R. I.; Mr. Leander Baker, Mr. A. L. Bodwell and E. Q. Gladding, of Providence, R. I.; Messrs. Headley & Reed, of New Bedford, Mass.; and Mr. Coolidge Baldwin, of Boston. Many of the engravings are from the Crosscup & West Engraving Co., of Philadelphia, noted for successful illustrative engravings, and others are from eminent New York and Boston wood engravers.

Trusting the work will merit public appreciation, and receive something of the cordial and approving spirit bestowed on our past publications, we remain the public's servants,

THE PUBLISHERS





A FIELD-DAY AT LAWN TENNIS, THE CASINO GROUNDS, NEWPORT.



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THE BROOKLYN BRIDGE.



# CHAPTER I.

## FROM NEW YORK TO NARRAGANSETT PIER.

NEW YORK AS THE STARTING-POINT FOR A JOURNEY ALONG THE NEW ENGLAND COAST — SOME GENERAL CHARACTERISTICS OF THE COAST — GREENWICH — STAMFORD — SOUTH NORWALK — FAIRFIELD — BRIDGEPORT — MILFORD — NEW HAVEN — BRANFORD — STONY CREEK — GUILFORD — SAYBROOK — NEW LONDON — GROTON — NOANK — STONINGTON — WESTERLY — WATCH HILL — NOYES BEACH — QUONOCONTAUG — CHARLESTOWN BEACH — THE SOUTH SHORE OF RHODE ISLAND — NARRAGANSETT PIER — BLOCK ISLAND.



IN Europe, according to the familiar proverb, all roads lead to Rome. While this notion is at present fanciful, judged by the existing circumstances, since modern progress has taken away from the Eternal City a great deal of its former im-

portance, still the saying originally derived its force from the fact that at one time it was practically true. To as great an extent as ever old Rome was the centre of European life, the city of New York is now the centre of many phases of American life, and it is certainly the natural starting point for any journey into the interior or along the Atlantic sea-coasts of the United States. It is the entrepôt for the whole country, and is the open door through whose portals strangers and visitors pass, while our own people, on either business or pleasure bent, usually find it the most convenient place to make the base of their journeyings. On these general grounds New York is the preferred point of departure for a journey along the New England Coast, but a still better reason is found in the fact that its shores begin twenty-five miles eastward of New York City and reach from that point—the mouth of the Byram River—to Quoddy Head in Maine. Because of its historic associations, the literature that deals with its life and characteristics, the enterprise of its inhabitants, and the varied scenery along its 3,000 miles of shore line, this coast is by far the most interesting region, not only in New England but in the United States, and has become, because of its unrivaled advantages, within the past two decades the most popular summer recreation ground on the American continent. Neither affected by the heat and insect pests of more southerly shores, nor by the bleakness and chill of the farther north, it possesses in summer, in its whole extent, a genial climate, while extensive beaches of shining sand, laved by agreeably-tempered waters, well adapted for bathing are found in every region. Numerous islands lie along these shores and peninsulas extend out into the sea in all directions. The scenery ranges through

all degrees, from the frowning cliffs of Cape Ann and some portions of the Maine coast, to the low sand dunes of Cape Cod, Martha's Vineyard and Nantucket.

The first portion of the coast that claims attention, following the lines laid down, is the Connecticut shore, which stretches from the mouth of the Byram River to the mouth of the Pawcatuck, and lies along the whole extent of Long Island Sound. Every point on this coast is reached by the main lines of the New York, New Haven & Hartford and the New York, Providence & Boston Railroads, which together form the "Shore Line," one of the chief of the great iron highways between Boston and New York. Leaving New York from the immense Grand Central Depot at 42d Street, the Shore Line trains pass through upper New York, across the Harlem river, then through a number of pleasant suburban villages, and just beyond Port Chester, a busy little village with a beach two miles away on the Sound, crosses the Byram River into Connecticut. The first place reached is the ancient village of Greenwich, settled in 1640. It was here that Gen. Putnam rode his horse down a steep flight of stone steps when pursued by the British in 1779. In the vicinity are a number of summer hotels, at Putnam Hill and Indian Harbor.

**STAMFORD.** — Thirty-three miles from New York is the town of Stamford. Many beautiful residences are scattered over its hills and along its broad avenues. In 1840 it was a small sleepy village of 700 inhabitants, but since then, it has grown steadily in favor as a place of residence for New York people until now it has a population of over fifteen thousand. The village has a number of fine churches, and a town hall with a tower 100 feet high. At Shipman Point, which has a good beach, two miles from the railroad station, is a large summer hotel. Another favorite summer resort is Newton Hill where there is also a hotel. Col. Abraham Davenport, who exhibited so much courage and common sense in the Connecticut Legislature on the Dark Day, May 19, 1780, was a native of Stamford. Whittier has celebrated this event by a fine poem. Steamers run daily between Stamford and New York, and a branch railroad runs to New Canaan eight miles distant.

**SOUTH NORWALK.** — The town of Norwalk has within its limits several villages,—South Norwalk, with about three thousand inhabitants, on the New York, New Haven & Hartford Railroad, and Norwalk a





THE GRAND CENTRAL DEPOT, NEW YORK.





PARTIAL VIEW OF NEW HAVEN, WITH MILL RIVER AND HARBOR, FROM EAST ROCK.

mile and a half distant with a population of 6,000, on the Housatonic Railroad being the most important. They are busy manufacturing places engaged in the production of locks, knobs, hats, shoes, felt, beaver cloth, cassimere, shirts, earthenware, engines, etc. The oysters obtained on the shores of the town are highly esteemed. The Danbury and Norwalk division of the Housatonic Railroad has its terminus at Wilson's Point, three miles below South Norwalk, and from here steamers make frequent trips to New York. Off shore are the Norwalk Islands, on which are many summer

cottages, and Belle Island, with two summer hotels. Roton Point, near by, is a famous excursion resort.

**FAIRFIELD** nine miles beyond South Norwalk, is a beautiful village, with a number of summer residences and two summer hotels. During the Revolution Fairfield was almost totally destroyed by the Hessians under Tyron, 200 houses being burned. Half a mile from the village is one of the best beaches on the sound, protected by a bar from southerly winds.

## BRIDGEPORT.

THE most important city on Long Island Sound, with the exception of New Haven, is Bridgeport. Pleasantly situated on the west side of a good harbor it not only is a busy place in the line of manufacturing and commerce, but attracts many visitors and residents from New York during the summer on account of the advantages of the city itself and its beautiful environs. Sea-side Park, on the south of the city bordering on the Sound, is the chief public park. A fine road, following the curves of the shore and separated from the beach by a sea wall, forms the seaward front of the park and affords broad views of the Sound and of Long Island, twenty miles distant. In this park there is also a trotting course, a grove of venerable trees, a soldiers' monument, and the remains of an old revolutionary fort. Along shore beyond the park is the summer resort of Black Rock. Waldemere the residence of the late P. T. Barnum fronts the park and the spacious and beautiful grounds are open to the public. Other attractive localities in the

neighborhood of the city are Holland Heights, a considerable elevation which overlooks the city, Fairfield, Black Rock and the Sound; Golden Hill an aristocratic suburb; Washington Park, East Bridgeport, which contains a beautiful grove of fine old trees.

The population of Bridgeport is about fifty thousand. It is fifty-six miles from New York. The city has many manufacturing establishments, among which are the works of the Wheeler & Wilson and the Elias Howe, Jr., Sewing Machine Companies. Other prominent industries are the manufacture of rifles, cutlery, springs and axles, cartridges, corsets, organs, brass goods, leather, carpets, soaps and machinery.

Bridgeport is on the main line of the New York, New Haven & Hartford Railroad and is also the starting point of the Housatonic railroad, running to the well-known fashionable resorts in the Berkshire Hills, Lenox and Great Barrington. Steamers run between New York and Bridgeport twice a day, and also to Port Jefferson on Long Island.



**MILFORD.**—About midway between Bridgeport and New Haven is the pretty seaside village of Milford. It has wide streets shaded with overarching elms and is the fortunate possessor of a green half a

mile long. The principal industry is the making of straw goods. Off shore here is Charles Island, which is the headquarters of the famous American Steam Yacht Club.

## NEW HAVEN.

The largest and most important city on Long Island Sound and in the State of Connecticut is New Haven. It is situated on the coast at the mouths of the Mill and Quinnipiac rivers, on a plain at the head of a bay which forms a good harbor. The streets are shaded with stately elm trees to such an extent that New Haven has been called "The City of Elms." This fact, taken in connection with the beautiful mansions that abound, the fine modern buildings in the business sections, the old and new structures of Yale College, the public buildings and the churches, all together constitute the city a very beautiful and pleasant place. The population in 1890 was 86,045.

New Haven was settled in 1637 by Rev. John Davenport and members of his congregation from London. They were people of considerable wealth, and laid out their settlement on a generous scale, planning a city with nine squares the central one being reserved for the Green. These nine squares now constitute the nucleus of the city, and comprise within their limits Yale College and the Public Green.

The Green is a fine grass grown area, dotted with trees, and is frequently used for military parades; in its centre are the North, Centre and Trinity churches, all historic edifices, facing a magnificent arcade of elm trees, known as Temple Street arch while across Col-

lege Street are the buildings and grounds of Yale. The college was removed to New Haven in 1717 from Saybrook Point. Fronting on College Street are several dormitories that were built about the middle of the last century. The majority of the buildings however are handsome and stately modern structures, chief of which are the Art School, the Library, Alumni Hall, the Sheffield Scientific School, the Divinity School, the Peabody Museum of Natural History and the Gymnasium. Many famous men were graduates of Yale, among them being Prof. Morse, inventor of the electric telegraph; Eli Whitney, inventor of the cotton gin; John C. Calhoun, Noah Webster, J. Fenimore Cooper, Samuel J. Tilden and many others.

A large amount of manufacturing is carried on in New Haven. The principal industries are the making of agricultural implements; hardware, carriages, coaches, and cars, brass goods, firearms and ammunition, machinery of various kinds, corsets and hoop skirts, cordage, pianos and organs. Within the past few years the commerce of New Haven has increased as some shipping has been attracted here from New York.

About two miles from the centre of the city in a northerly direction are two immense precipitous masses of trap rock known respectively as the East and West Rocks. From their summits extensive



TEMPLE STREET ARCH, (OF ELMS) THROUGH THE GREEN, NEW HAVEN.





EAST ROCK, WITH SOLDIERS' MONUMENT ON THE SUMMIT, NEW HAVEN.



views of the surrounding country are obtained. East Rock and the region around it forms a great public park, and on the top of the rock is a tall and imposing column in memory of the soldiers from New Haven who took part in the War of the Rebellion. A carriage road leads to the top, and horse-cars from the city run to the foot of the rock. West Rock is between two and a half miles from the Green, and rises abruptly from the plain to a height of over 400 feet. In its neighborhood is Maltby Park, containing 800 acres, and embracing within its limits the city water works. At the foot of the rock is the village of Westville, and near by is Edgewood the home of the well-known author Donald G. Mitchell. A favorite shore resort of the New Haven people is Savin Rock, four miles south-west of the city and reached by the horse-cars. The rock is a bold promontory and is the outpost of a long sandy beach with a light surf. Fairhaven, a suburb of the city on the east, is famous for its oysters. On the east side of the harbor are the old Forts Hale and Wooster. In the immediate vicinity of the city are the manufacturing villages of Newhallville, Centreville, Whitneyville, Westville, and East Haven.

New Haven is the converging point for all the various lines of the New York, New Haven and Hartford Railroad. Distinct and separate lines run to the following points: To New York, to Springfield, to Willimantic, to New London, to Winsted, to Northampton and Shelburne Falls, and over these lines through trains are moved to and from all the principal cities and connecting points on other lines. Besides these lines the Housatonic Railroad runs a branch from New Haven to Derry and Botsford. All these

roads run into the new Union Station, recently erected, which fronts on the harbor.

**BRANFORD.**—Eight miles from New Haven is the pretty village of Branford fronting on a “rocky-shored and island-sprinkled bay.” Along the shore are six or eight good sized summer hotels. On Indian Neck, a peninsula two miles south of Branford, are two summer hotels, one of them the Montowese with accommodations for 200 guests.

**STONY CREEK.**—This place is four miles beyond Branford, has four hotels, a large number of summer cottages, and is situated on a deep and picturesque bay famous for its oysters. Off shore lie the Thimble Islands, which are very beautiful and picturesque. On them are several hotels and many summer cottages. A small steamer is run from Stony Creek to the islands.

**GUILFORD** is a pretty village built around a tree covered green and fronting on a beautiful harbor enclosed by Guilford Point and Sachem's Head. It was settled as early as 1639. Some of the regicide judges were hidden here for a time. Fitz Green Halleck, the poet, and W. H. H. Murray, were born in Guilford. It is sixteen miles from New Haven, and is a summer resort of people from that place.

**SAYBROOK.**—One of the oldest towns on the Sound is Saybrook. A fort was built on the Point at the mouth of the Connecticut in 1635. Yale College was begun at Saybrook Point in 1701, and remained here until 1717, when it was removed to New Haven. The old village is about two miles from the Point. Fenwich and Saybrook Point are coming into prominence as summer resorts, and at Fenwich is a large



CHURCH STREET, NEW HAVEN, SHOWING CITY HALL AND COURT HOUSE.





ROSS & WESTINGHOUSE CO. PHILA.

# RHODE ISLAND LIGHT-HOUSES.

TOP, WATCH HILL.

CENTRE, BLOCK ISLAND.

BOTTOM, POINT JUDITH.



hotel capable of housing 300 guests, while near by are a number of summer cottages. The mouth of the Connecticut is frequently used as a harbor of refuge. The Shore Line Railroad crosses the Connecticut River on a long bridge from Saybrook to Lyme.

On the coast between the mouth of the Connecticut

and that of the Thames are the villages of Niantic, Waterford, and East and South Lyme, at each of which good accommodations can be found, while the fishing and boating facilities are excellent. At Niantic are several summer hotels and here the State Military Camp is held annually.

## NEW LONDON.

SEATED on a hillside near the mouth of the Thames River, and facing southeast on a fine harbor three miles long, is New London, a small city of 10,000 inhabitants. It is one of the oldest places in New England, and was settled by John Winthrop, Jr., in 1645. At first it was known as Pequot Harbor, but in 1658 was renamed in honor of the "renowned city of London." At present it is a quiet beautiful place with pleasant elm-shaded streets, picturesque old mansions, and a number of fine public buildings and churches. Below the city, along the Harbor Road, which leads along shore to the mouth of the Thames,

a distance of three or four miles, are many summer residences. Near the mouth of the river on this road is the Pequot House a large summer hotel; a mile and a half beyond it is the patrician residence resort of Goshen; near the light-house is Osprey Beach. Fort Trumbull, along the line of the Harbor Road is a massive granite fortification, is only a short distance from the city. The great boat race between crews from Harvard and Yale occurs on the Thames, annually at New London. Beside these two several other college crews own boat houses on the river, and oarsmen are daily seen speeding along the water.



A VIEW OF WESTERLY AND THE PAWCATUCK RIVER.

The longest double-track railroad draw-bridge in the world crosses the Thames at New London on the line of the New York, Providence & Boston Railroad. It was opened for travel in 1889 after being several years in building. The width of the river where the bridge crosses is about fifteen hundred feet. Previously the trains were ferried across; by means of the bridge much time is gained and the journey from New York to Boston or intermediate points is much shortened.

**GROTON.**—Across the river from New London is Groton. Here are Groton Heights, where are the remains of old Fort Griswold, famous as the scene of the murder of Captain Ledyard during the Revolutionary War, by the Tory Captain Bloomfield, to whom he had surrendered the fort. A general massacre followed this act. Near by is a monument to the soldiers who then met their death. From the top of this monument a splendid view is had of New London, Fisher's Island, while Block Island and Montaup Point are within range of vision. At the mouth of the river in the limits of the town of Groton is the Fort Griswold House, a large and well appointed summer

hotel. A steam ferry plies between New London and Groton.

**NOANK** is the next station beyond Groton. Shipbuilding is carried on to some extent, although not so extensively as in the past. Several of the palatial steamers of the Providence and Stonington Steamship Company were built here. The place has three hotels and a few summer residences. Off shore, near Noank is Mystic Island, a quiet and pleasant summer resort.

**MYSTIC AND WEST MYSTIC** are quiet seaside places, growing into popularity as summer resorts. Formerly they were engaged in shipbuilding, but this industry has been largely transferred to Noank. Within the limits of the town on Pequot Hill 600 Indians met their death by fire and sword on May 26, 1637 at the hands of a small body of English and about five hundred Indian allies. A monument commemorates this event which was a death-blow to the power of the Indians in Southern Connecticut. Midway between Pequot Hill and New London is Fort Hill from which can be obtained a magnificent view of the surrounding country, embracing parts of fifteen towns,



four counties, three states, twenty islands, seven light-houses, and including New London, Stonington, Fort Griswold, Fishers Island, Watch Hill, etc.

**FISHERS ISLAND.**—A short distance off the coast, opposite Noank and the Mystics, is Fishers Island. It is nine miles long and contains about eight thousand acres. In 1668 the island was granted to Gov. Winthrop and remained in the possession of his descendants until 1868,—a period of 200 years—when it was purchased by Robert K. Fox. On its shores at present are between thirty and forty summer cottages. Twice a day steamers from New London make a landing here.

that occasion, and also two of the cannons then used. The territory of the township of Stonington extends to Westerly and includes within its limits the village of Pawcatuck, which is an integral part of Westerly. Stonington itself has been a borough since 1801. Stonington is well known as the starting point of the line of steamers to New York that connect with the trains on the "Shore Line" from Boston and Providence.

**WESTERLY.**—The township of Westerly forms the southwest corner of the State of Rhode Island, but the name is also applied more particularly to the busy manufacturing village on the east bank of the Pawcatuck River, five miles from its mouth and navigable



WATCH HILL, R. I.

**STONINGTON.**—Situated on a narrow rocky point, at the west side of Little Narragansett Bay, and overlooking Fishers Island and Long Island Sound is the quiet town of Stonington. Watch Hill is only about three miles distant across the bay and steamers ply between the two places several times a day in summer. Stonington has a population of about 7,000. During the summer it attracts many visitors, and has one hotel and a number of boarding houses. It was a port of some importance during the first half of the century, and was quite extensively engaged in the whale fishery, but, like many other New England seaports, its commerce is a thing of the past. During the war of 1812 (August 1814) Stonington and its vicinity was bombarded for three days by several British war vessels, but although sixty tons of iron was thrown into the town the British were repulsed with heavy loss. In the small park in front of the town hall there is a monument in honor of the defenders of the fort on

to this point. The river here forms the boundary between Rhode Island and Connecticut, and directly across on the west bank is the village of Pawcatuck in the township of Stonington, Conn., but which in common parlance is included in Westerly. From the river the land rises on either side to quite high elevations between one and two hundred feet in height, but the slopes are gradual, and the villages are situated along the river banks and extend back up the hillsides. Westerly, as thus constituted, is the largest and most populous place in southern Rhode Island. In its borders much manufacturing is carried on, and it is the centre for the surrounding regions, where there are a number of small manufacturing villages. The business section extends for half a mile along the river on both banks, and on the streets running up and along the hillsides are the churches, schools, and residences, the whole forming a pleasant town, which, from its situation, has a good drainage, and being



near the sea, while it is protected by high land to the north and east, has a salubrious climate.

Westerly is famous for its granite which is used extensively throughout the country for building and monumental purposes. The principal quarries, those of the Smith Granite Company, are situated on Granite Hill, about half a mile east of the village. Here not only is the rough stone taken out of the ground but in adjoining buildings the blocks are converted into monuments, statues, and all manner of artistic figures. Nearly one hundred of the monuments at Gettysburg were made by this company. About four hundred men are employed, and are able to work at all seasons of the year as the buildings where the finest work goes on are heated. The Smith Granite Company has a capital of \$100,000, its president and treasurer being Mr. Orlando R. Smith, who first started in this business in 1846. The company was incorporated in 1887.

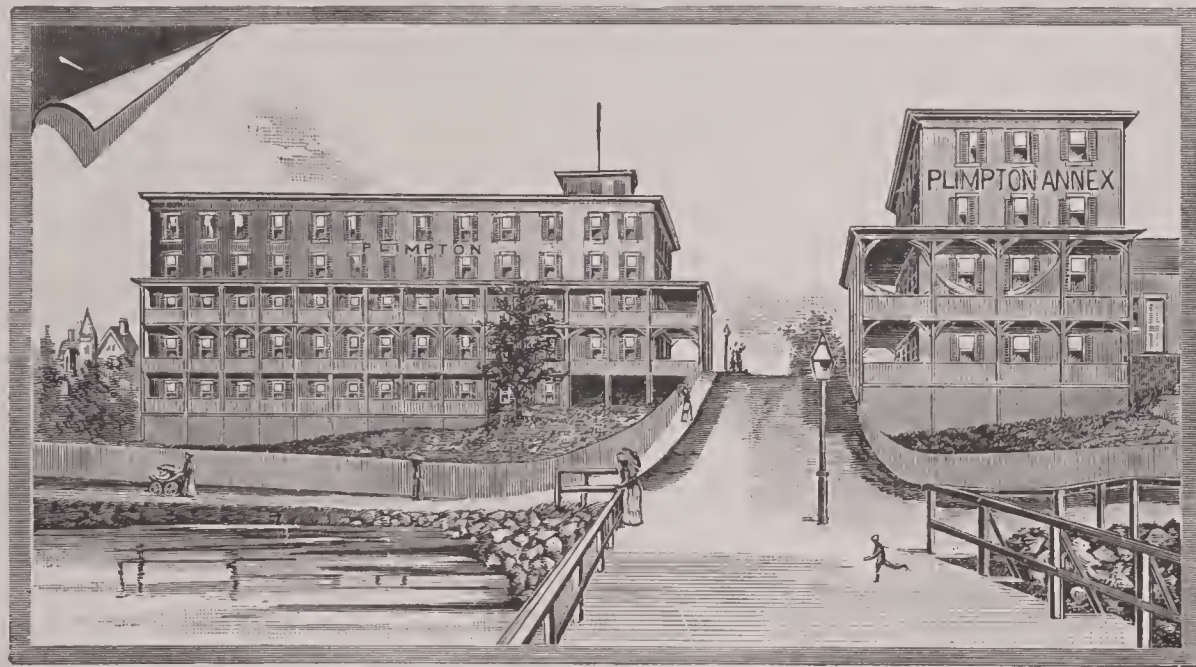
Westerly is the stronghold of the Seventh-Day Baptists, and their presence brings about the curious condition of affairs that a portion of the people hold their day of worship and rest on Saturday. Some of the stores are closed on Saturday, and services are held in the churches of the denomination, while on Sundays these stores are opened, and the Seventh-Day people go about their usual occupations. They were formerly much more numerous than at present, and several of the factories conformed to the system, but now the only concerns that do so are C. B. Cottrell & Sons, printing press manufacturers, several building firms, and a number of smaller shops.

The main line of the New York, Providence and Boston Railroad runs through Westerly, the station being on the Rhode Island side, forty-four miles from Providence. During the summer steamers run from Westerly to Watch Hill, six miles distant down the river.

## WATCH HILL.

At the southwestern extremity of the State of Rhode Island is Watch Hill, so called from the fact that during colonial times and also during the revolution a watch tower and signal station stood here. The elevation was well adapted for these purposes, as it commands a magnificent view of the Atlantic Ocean, Block Island, Long Island, Fishers Island, the Pawcatuck River, Little Narragansett Bay, and extensive

tow that it is not safe for swimmers, and here there are always to be seen a number of wrecks strewn along the sands. On the other side of the point, however, and on the south shore of the sandy breakwater, is a fine beach, where the water is usually calm and the bathing safe. It is protected from the ocean waves by the light-house point which runs out just southeast of it. The fashionable hours are from 11 A. M. to 1 P. M.



THE PLIMPTON AND ANNEXES, WATCH HILL, R. I., WILLIAM HILL, PROPRIETOR.

landscapes both in Rhode Island and Connecticut. A light-house here holds its light sixty-two feet above the sea level. From the base of the hill, a long and narrow strip of land extends directly west for more than a mile, and then runs north for about a mile, terminating in Sandy Point, and at the elbow the outer point is known as Napatree, the whole being nothing more than a low sand bar, shaped, as has been often said, like a sickle. This natural breakwater incloses Little Narragansett Bay, which is an almost circular body of water nine miles in circumference, into which the Pawcatuck River empties. Three miles distant, near the mouth of the bay, is Stonington.

On the eastern side of Watch Hill Point the surf comes in with such force and there is so much under-

This beach has been used for bathing for the last fifty years.

The hill is covered with hotels, there being eight on its sides and summit, and in the neighborhood about fifty fine cottages are located. The development of the place as a summer resort began about 1840, when the first Watch Hill House was built. In 1856, the Atlantic was erected; in 1869, the Larkin House was opened; then followed the Plimpton and the Ocean House, and these five are now the largest of the hotels. In 1870 began an era of cottage building, and since 1886 a number of new cottages have been erected every year.

The names of the hotels at Watch Hill are the Watch Hill House, the Larkin, the Plimpton, the





OCEAN ROW, NARRAGANSETT PIER.

Atlantic, and the Ocean House. The Plimpton has connected with it several annexes, which were formerly independent hotels, and are all within fifty feet of the main house, in whose commodious dining room all the guests take their meals. On this account the Plimpton can accommodate more guests than any other house on the hill.

From the hill or any of the hotels, a splendid seaward prospect lies in view, eleven light-houses and one light-ship being in sight. The temperature ranges from sixty-six to seventy-five degrees in the season, the ocean breezes continually sweep over it, the inclosed bay affords splendid opportunities for sailing

or fishing, and the resort is easily reached, being but a short distance from the great highway of travel between New York and Boston — the Shore Line route. During the summer a small steamer runs from Stonington connecting with Shore Line trains and the run is only three miles across the bay. From Westerly a steamer also comes down the Pawcatuck River, a distance of about six miles, but affording very charming views of the scenery. The steamer from New London, to and from Block Island stops at Watch Hill both going and returning, and a smaller steamer also makes regular trips from the same place. On the ocean side of the point is a United States Life Saving Station.



EXPERT SWIMMERS ON THE RAFT, NARRAGANSETT PIER.





THE CASINO,  
NARRAGANSETT PIER.

**NOYES BEACH.**—Six miles east of Watch Hill, but yet in the limits of the town of Westerly, is Noyes' Beach, a small shore resort, where are about a dozen cottages on a bluff overlooking a beach. These dwellings are mostly occupied by Westerly people, and in one or two of them guests are entertained. The difficulty of getting to this place, it being six miles away over a dusty road from Niantic, the nearest station on the railroad, renders it not so popular as its natural advantages warrant. Near the beach, on either side, are the extensive shore ponds, Quonocontaug and Ward's. This locality was much resorted to as a sporting place during the early years of the century.

Three miles further east is Quonocontaug, another small resort, situated directly on the beach, and consisting of a few houses inhabited mostly by Washington County people.

**CHARLESTOWN BEACH.**—A short distance eastward from Quonocontaug Pond is the extensive shore pond known as Pawawget or Charlestown Pond, which is connected with the sea by a narrow inlet. On its shore are two small summer hotels, which are reached by a drive of six miles from Carolina, on the New York, Providence & Boston Railroad. On the shore of Green Hill Pond, a beautiful sheet of water connected with Charlestown Pond, eastward, is a small resort with one hotel, which is reached by carriage from Shannock.

**PERRYVILLE** is a resort adjacent to the shore ponds in the southern part of South Kingston. It has four

hotels the largest of which is the Matunuck Beach House on Lake Worden. The place is reached by carriage from Shannock, seven miles distant.

**Proposed Shore Railroad.**—In 1887 a charter was granted by the Rhode Island Legislature to the Sea View Railroad Company, for the purpose of building a railroad along the southern coast of the State, from Watch Hill to Point Judith, and from there to Narragansett Pier. This road would pass along the coast and the numerous shore ponds that abound in that vicinity and would render accessible many beaches both on the sea and inland waters. The best known places at present through which the road would pass are: Noyes Beach, Quonocontaug Beach, Charlestown Beach, Cross Mills and Rocky Point Beach. The probability is that some time in the near future the

railroad will be built, and it will open up one of the most charming regions in Rhode Island. In 1890 this charter was amended giving the corporation the right to build a railroad either from the Newport and Wickford Branch or from the main line of the New York, Providence & Boston Railroad, through the town of North Kingstown to Narragansett Pier. The intention evidently is to make this a shore road from Wickford to Narragansett Pier.



THE BATHING BEACH, NARRAGANSETT PIER.



## NARRAGANSETT PIER.

ONE of the best known and most fashionable summer resorts on the Atlantic coast at the present time is Narragansett Pier. It is situated in the town of South Kingstown R. I., near the western entrance to Narragansett Bay, about ten miles across the water from Newport in a southwesterly direction and four or five miles north of that dread of mariners, Point Judith.

The coast here is exposed to the full sweep of the ocean from the east. While there are slight indentations in the shore, no harbor is possible, as on the calmest day the long ocean swell is on the water and the waves dash strongly against every rock and beach, and enter into every bay with undiminished force. In fact, it is from this circumstance that the Pier had its origin and takes its name. As the inhabitants found it desirable to have water communication with the outside world, a pier was built by John Robinson about the year 1780 on the least exposed portion of the coast, and as all the region back of it was the Narragansett country, of course the pier soon came to be known as the Narragansett Pier. The sea has battered down many of the piers that were built since that time, and their ruins can be seen on the shore between the beach and the South Pier, the only one remaining, where are two wharves inclosing a dock, which serves the purpose of a harbor, and will accommodate several vessels.

To the lover of nature in her varying modes, this locality possesses many charms. All

the way from Narragansett Pier to Point Judith is a rugged, rocky sea-coast, on which the waves are constantly beating with a force that cannot be estimated; in the immediate vicinity is a less wild adjoining portion, formed, not of rock, but of sand, which the waves approach with a force similar and equal to their assaults on the rocky ramparts, but finding less resistance, melt and merge away in long graceful rollers chasing each other up and down the smooth and level sands; between, there is a region of chaos neither wholly rocks nor sand but a confused jumble of both, the connecting links between the rocky and sandy shores, and this section is where the piers that in the past and present have given the name to the place, were located. The ever-changing form of the waves as they roll in on the sands, the dashing and breaking and thundering of the surf on the rocks, and the manifold forms of the ever-troubled waters

under varying physical conditions, are unsurpassed attractions. In very few places can the power and beauty of the ocean be witnessed to such good advantage.

That such a locality should attract the lovers of the beautiful in nature is not to be wondered at; that it should become a summer resort of wealth and fashion was inevitable; for, while the coast has all these charms, the country is beautiful, with broad meadows, hills, ponds, streams of water, villages and farms, while it has many pleasing historical associations, in fact, surpassing any other part of the state of Rhode Island in this respect. Here in colonial times, resided great landed proprietors, who kept up, with their numerous slaves, a sort of feudal magnificence and princely hospitality; here the celebrated breed of horses, the Narragansett pacers, had their home; here in the kindly

and primitive fashion of the age, the slaves imitated their masters in holding elections, as narrated in some of the old books, which so garrulously set forth all these particulars. The aroma of this kindly olden life still clings to the hills and valleys of the country, and can be enjoyed by the visitor either on the spot, by association, or through literature pertaining to South County.

The fashionable resort may be said now to consist of two portions. Several years ago the statement was true that it was a settlement of great hotels. To-day, the hotels are still here, and have increased in number, while "cottages" similar



SPORTING IN THE SURF, NARRAGANSETT PIER.

to those at Newport have become proportionately more numerous, and to the south of the original section, within the past few years, on situations overlooking the rocks, is an extended line of elegant and expensive residences.

The main portion of Narragansett Pier lies along the shore from the bathing beach on the north to the South Pier, a distance of from an eighth to a quarter of a mile, and consists of about a score of large hotels, sixty or more cottages, two churches, a chapel, the post-office, a few stores and last, but not least, the Casino. A few cottages and eight of the hotels, with wide lawns in front, face the ocean, from which they are separated by a fine macadamized street. At the northward end of this row is the Casino, an elegant stone structure, a portion of which is thrown across Ocean Avenue, in a fine arch; extensive grounds and buildings run from the avenue westward along Beach



Place, and the whole affords opportunity for entertainments and for social intercourse, for the wealthy sojourners. From Beach or Exchange Place, a short street on which the Casino borders, all roads diverge; here are all the summer stores and offices; here you start for any one of the beautiful drives to be had in the vicinity. The beach begins only a few yards from Beach Place northward, and is reached from it by a short lane.

The chief attraction at the Pier is the bathing beach, which is situated just north of the hotels and extends about a mile in a crescent-shaped curve until it reaches the mouth of the Pettaquamscutt River. It is gently inclined, is as level as a floor, and so packed down by the beating of the waves as to be extremely smooth and hard. Only a small section of the beach is used—the southern end of the curve, said to be the only safe portion, as further up the undertow is strong

be obliged to embrace one of the fairest of the Four Hundred.

A boat patrols the beach outside the breakers during bathing hours for the purpose of rescuing disabled or exhausted bathers or venturesome swimmers, and many lives have been saved by this means.

At the southern end of the seaward row of the hotels are the two wharves. The magnificent rocky coast begins a short distance south of the landing, and continues all the way to Point Judith, five miles distant. A path leads along the upper edge of these rocks. In general, they shelve down into the water; but many project boldly into the sea, and not a few rise in steep cliffs bidding defiance to the waves. The two most distinctive masses of rock are known respectively as Indian and Sunset Rocks. This walk along the cliffs is a favorite resort of all residents and visitors, and since the building of the cottages affords not only op-



AN UNDRESS SOCIAL AT THE BEACH, NARRAGANSETT PIER.

and dangerous—and opposite this space are commodious bathing-houses, belonging to the various hotels, and to private parties, all forming a continuous range of buildings. Many of the houses have balconies from which spectators may view the scene without being troubled by the passing of the dripping bathers. Between the promenade and the edge of the water rows of tents are pitched, and these shelters from the sun are favorite places for the on-lookers. The fashionable hours are at midday, when the scene here presented surpasses in the multitude and character of the bathers that at any other resort in New England. Sometimes as many as a thousand persons are tumbling in the surf, the waves come in rapidly, the bathers are dashed and buffeted about, and when an extra strong-breaker overwhelms the throng the scene is a gay one, the sudden and forcible concussions that follow are taken as a matter of course, so that here in the water democracy prevails; and a plebeian may not only rub elbows with a Ward McAllister, but he may perforce

portunity to observe the magnificent action of the sea on the rocks but also to see the beautiful residences and well-kept estates. Leading out of Ocean Avenue at the landing is the road to point Judith, built in 1882, which follows the coast all the way. For the first half or three-quarters of a mile are a score or more of villas, all but one or two between the highway and the sea. The finest of the group is "Dunmere," the property of R. G. Dun, Esq., of New York. It is a magnificent residence with surroundings almost fairy-like in their beauty.

Overlooking this group of residences on the western side of the road is the Hazard estate, a well wooded tract, the highest land along the shore in the neighborhood. About the centre of the grounds is Hazard Castle, a feudal looking stone tower, visible from all the country round as it looms above the trees. At its base is a low, rambling stone house built in many sections, sometimes known as "Druid's Dream" from its curious construction. For many years this



house and tower remained in an unfinished condition and constituted a delightful mystery for the curious to gossip about. No one knew definitely what was the purpose of the buildings, but the story readily obtained credence that the projector intended them for the home of an accomplished and beautiful bride who died before her wedding day, and her inconsolable lover stopped the building and left his native land in the good old-fashioned way which exists now only in classic romance. Whether this is exactly true or not, it is a beautiful legend and worthy of the locality. In 1883 the property was sold by its original owner, Joseph Peace Hazard, to his nephew Rowland N. Hazard, of New York, for a small sum, on condition that the original plan be carried out. The tower is 105 feet high, 160 feet above the level of the sea, twenty-five feet square at the base, and twenty feet at the top, with walls from three to four feet thick, and is divided into seven stories. The view from the top of this tower is the most magnificent in the State. The south shores of Newport and Conanicut Island, Beaver Tail and Whale Rock light-houses, the main passage and the western entrance to Narragansett Bay all lie to the northeast. Before you to the east and south is the wide ocean, from Seaconnet Point to Block Island, the horizon describing an arc of ninety degrees. To the south is Point Judith, clearly defined, and running out into the water like a finger, while further away across the intervening water the bulk of Block Island rises out of the sea in clear, sharp outline. At your feet is the entire rocky coast with the group of cottages along the Ocean Road, and half a mile away to the north is the main portion of the Pier, so distinct that you can pick out nearly every building. To the south, beyond Point Judith, is a large extent of the southern coast of the State, flanked by numerous ponds glistening in the sun; to the northwest the villages of Wakefield and Peace Dale are clearly discerned, while all around on the west and north are ranges of low hills shutting out the view.

There are many beautiful drives in the vicinity. The River road leads northward through a charming and picturesque country past Canonchet, famous in the annals of the house of Sprague. Eight miles up this road is the birthplace of Gilbert Stuart, the cele-



GREENE'S INN, NARRAGANSETT PIER.

brated artist. Other drives in the vicinity are to Point Judith light-house, two roads, one by the ocean, the other inland, five miles south; to South Ferry, five miles north; to Lake Worden, six miles west; to Kingston (Little Rest), five miles west; to Matunuck Beach on shores of Lake Worden, eight miles west; to Wakefield, two miles northwest; to Peace Dale, three miles northwest.

In May, 1887, the General Assembly constituted Narragansett Pier and vicinity a district, by the name of Narragansett, with all the powers of a town in regard to local self government, but gave it no representation in the legislature. Since then a fine system of water works has been constructed, the water being obtained from Lake Worden five miles distant, and it has sufficient head to carry a stream over the highest buildings in the place, so that the facilities in the event of fire are excellent. The entire place is now lighted by electricity. During the summer a daily newspaper, "*The Daily Times*," is published.

The Pier is reached by the Narragansett Pier Railroad, which connects with the main line of the New York, Providence & Boston Railroad at Kingston. During the summer a small propeller, the *Herman S. Caswell*, plies between the Pier and Newport. Another route to Newport is by the highway to South Ferry and thence by the two ferries and across Conanicut Island.

**GREENE'S INN** is open all the year. It has steam heat and open fires. This building is the result of an effort to produce a hostelry, promising some of the creature comforts so commonly found in the smaller hotels of England, and which many of the great caravansaries lining our coast are the farthest possible from furnishing. In addition to being a delightful summer resort, Narragansett Pier, like Newport, has a mild and bracing winter climate, and it is the intention of the owners to offer an attractive and comfortable house for invalids, or others desiring a change during the winter, hence the Solarium, which is on the southeast corner, and is a great glazed piazza containing a wide, open fire-place. In summer the sashes can be removed and the Solarium then forms part of the front veranda. There



FIREPLACE, GREENE'S INN.





THE MASSASOIT, NARRAGANSETT PIER.

is a good livery stable in connection. Apply for circulars to H. W. & N. R. Greene, the proprietors.

**THE MASSASOIT HOUSE** is one of the most desirably located hotels at Narragansett Pier. It stands on high ground, and is within two minutes' walk of the bathing beach. From its rooms and piazzas excellent views of the ocean are obtained; some of its rooms overlook the Casino, while from the upper windows, wide stretches of the beautiful Narragansett country may be seen. The House is four stories in height, and will accommodate one hundred and thirty guests. It has two hundred and fifty feet length of piazzas, and is provided with wrought iron fire escape. It is lighted throughout by electricity, has electric bells in every room, and is provided with hot and cold water baths. The drainage and sanitary arrangements are of the best. The sleeping rooms are large and arranged for comfort, with wide airy halls, and the table is provided with the best the market affords. The house has the reputation of being

a well kept summer home. It is under the management of John Babcock, who has looked after the comfort of its guests for the past twelve years. There are five daily mails, telephone in the house, and telegraphic connection near at hand with all points. The terms are reasonable. Applications are promptly responded to by Mr. J. Babcock, superintendent.

**CHANDLER'S**, formerly the Narragansett, has been purchased by its present proprietor and moved from Ocean Avenue to Congdon Street, where it is only one minute's walk from the depot, two from the ocean, of which it has a fine view from its broad and spacious piazzas and rooms. It is only ten minutes from the famous beach that makes Narragansett Pier so attractive. The house is open all the year for permanent and transient guests. Special rates to commercial travelers, and those making a long sea-



CHANDLER'S NARRAGANSETT PIER.

son. Rates \$2 to \$2.50 per day, according to location of rooms. The proprietor is Mr. James C. Chandler.

The other hotels at the Pier are the Mathewson, the Berwick, the Atlantic, the Revere, the Gladstone and Columbus, the Rockingham, the Continental, the Atwood, the Metatoxet, Ocean House, Congdon House, Clark's, the Tower Hill Hotel, and a number of smaller houses. The majority of the largest hotels face the water on Ocean Avenue, although several of the most important are somewhat back from the water front. Every year great improvements are made in the hotels either in building additions or in refitting. Nearly all the streets at the Pier have been macadamized, and provided with broad asphalt sidewalks, while new roads have been extended into the country and these with the old highways are in excellent condition.



BIRTHPLACE OF GILBERT STUART,

AT THE HEAD OF THE PETAQUAMSCOTT RIVER, NEAR NARRAGANSETT PIER.



## BLOCK ISLAND.



HON. NICHOLAS BALL,  
PROPRIETOR OF THE OCEAN VIEW HOUSE, BLOCK ISLAND.

BLOCK ISLAND lies out at sea twelve miles from the nearest point on the southern coast of Rhode Island, fifteen miles southwest from Point Judith, and thirty miles from Newport. Standing out in a bold, clear-cut mass, it is a conspicuous object from any elevated point on the southern coast of Rhode Island, or from the decks of vessels traversing the upper part of Long Island Sound. It is triangular in shape, and is from seven to eight miles long by about three and a half in its widest part. The only harbor on the island is Block Island Bay, an indentation in the coast which affords little shelter, for although it lies for two miles along shore, it is not more than half a mile deep and the waves continually beat on its shore in a moderate surf. At the extreme southern end the shore makes a deeper sweep, and here an artificial harbor has been formed by the construction of a government breakwater, begun in 1871, and which is now more than 1,500 feet in length. This harbor is only available in comparatively mild weather, and not at all during strong northerly or easterly winds. The breakwater consists of a huge rough wall of immense blocks of granite piled promiscuously upon each other. At its inner side are two wharves, with L shaped projections on their seaward ends, which enclose a dock capable of accommodating several vessels. Outside of this basin, the space protected by the breakwater affords good anchorage ground, much utilized by fishing vessels at certain seasons of the year. As many as a hundred and fifty sail sometimes are counted here waiting for one of the frequent fogs to lift so that they can pursue their avocation again.

Along the shore and on low rolling hills facing the harbor is the most considerable community on the island, consisting of a collection of summer hotels, dwellings, two churches and several stores. The whole place lies fully in view from the deck of an approaching steamer. Extending from the steamboat landing to the Post-Office, a distance of less than half a mile is a row of hotels seated on a low bluff, with a street intervening between them and its edge, while the shore in front is a gently shelving beach on which the fishermen haul up their boats. At the foot of the bluff are rows of fish sheds that are generally taken by visitors, at first sight, for bathing houses. Beyond the Post-Office, which stands on a miniature headland, the shore curves inward and the bathing beach properly begins. Three main roads lead from the Harbor village, and they, with their ramifications reach every portion of the island. Northward runs the Neck road leading to Sandy Point and light, a distance in this way of about six miles; directly across the island westward runs Main Street, between three and four miles in length, midway passing through the "Centre," the only other village on the island, where the town house and public library are located; southward High Street leads up the hills to the southeastern bluffs and the light-house, a distance of about two miles.

The bulk of the island is in the southern part, where the distance across is about three and a half miles. From there it tapers gradually to a point at the extreme north. Southward the land slopes gradually upward from the Harbor village to a series of high, precipitous bluffs, rising from 100 to more than 150 feet in height, which form the coast of the island on the south. The faces of these bluffs are formed of clay, cut up into pinnacles, headlands, precipices and slopes, while the shore at their base is strewn with boulders and rocks rounded by the ceaseless rolling of the waves. The effect on approaching these cliffs is very unique. The greensward of the hills reaches to their edge, and in places the sea is not seen until the observer is on the brink, when, looking sheer downward for nearly 200 feet, the sensation is as if one was suspended between sea and sky.

A portion of the southeast corner of the island is known as Mohegan Bluff, from the story that a party of the Mohegan tribe of Indians on an invading expedition, were here penned up and destroyed by the island Indians, the Manissees. Near the edge of this bluff, which is about 150 feet above mean low water, stands a fine government light-house, whose lantern gleams 204 feet above the sea. This light-house, one of the best equipped on the coast, is a handsome brick structure erected in 1874 at a cost of \$75,000, and contains a Fresnel cylindrical lens of the first order, which cost about \$10,000. Almost on the edge of the bluff near the light-house are two powerful fog horns, operated by small steam engines, which pierce the air with their shrill shrieks every half minute during the fogs which so frequently envelop the island.

The surface of the island is almost wholly formed of hills and ponds. In every hollow is a sheet of water, ranging in size from Great Pond, midway of the length of the island, covering a thousand acres or more, to little pools a few feet in circumference. The highest land on the island is Beacon Hill, 211 feet above the sea level, and from its summit not only the entire island, its hills and ponds, can be seen, but the sea is visible on all sides except where the bluffs are





MOHEGAN BLUFFS, BLOCK ISLAND.

highest, at the southeast, and Long Island Sound, the shores of Connecticut, Rhode Island and Long Island are plainly visible on clear days, the whole affording a truly magnificent prospect. The hill is about two miles west of the landing.

The numerous ponds, the abundant rains and fogs keep the island in a condition of beautiful verdure; even during the sultry summer weather its hills are green and pleasant. Block Island is almost without trees, although traditions say that when first discovered by Europeans it was covered with forest. There is now no good reason to believe that trees would not grow in most of the sheltered valleys, and it is to be hoped that efforts will be made to plant and cultivate them, as they would add much to the beauty of the already charming isle. The original forests were undoubtedly cut down and used for building material and fuel. Until about 1846 the fuel used on the island was peat, obtained from many of the numerous ponds, where the vegetable deposit through long ages had formed into this material. But little, if any, is now used, although on the margins of many of the ponds the places where it was formerly cut can be easily discerned.

Near the geographical centre of the island and about a mile and a half by road westward from the harbor is "The Centre," a cross-roads with a few houses, a church, school, and the town house, a plain wooden building, which also contains the "Island Library," formed in 1875, through the efforts of Dr. T. H. Mann, Mr. A. W. Brown, Mr. Charles E. Perry and others; there are now about 2,000 volumes

in the collection. The road to the Centre leads through pleasant farms, several of which have extensive orchards. Excellent views of the island's landscape are had, the whole surface being dotted with dwellings, so that there are really no desolate regions. Near the Centre are two quaint old wind-mills.

Notwithstanding the great exposure to the ocean breezes—in fact, because of it—Block Island is a delightful resort in summer. The climate is like that of Bermuda, the temperature rarely rising above seventy-five degrees, and being in the centre of conflicting ocean currents, its atmosphere is surcharged with ozone and other life-giving elements.

The island was formerly the scene of many shipwrecks, and many are the weird stories of wreckers that have been given a "local habitation and a name." The most famous of these legends is that of the Palatine Light, said to be a phantom ship, but probably some irradiation that passes over the surface of the deep. It was last observed in 1880 by Thomas Peace Hazard.

Previous to the building of the breakwater visitors to the island had to come ashore in small boats through the surf. The native Block Islanders were formerly very expert boatmen, as they had to navigate their boats through the surf every time they entered or left the water, and they developed a type of boat specially adapted to this trying service. This boat was small and light, sharp at both ends, and of a peculiar shape.

Block Island was first brought to the notice of the New England settlers by the murder of Captain John



Oldham and his companions in 1636 by its savage inhabitants. On that account expeditions were fitted out from Boston by which the Indian inhabitants were punished and subdued, and the Island then became the possession of Massachusetts, but was afterwards sold to private parties by the colony, and finally, in 1672, was duly incorporated as a Rhode Island town, and was named New Shoreham. The island name perpetuates the memory of Adrian Block, an old Dutch navigator, who visited it in 1614. Verazzano, the Florentine navigator and explorer, saw it in 1524 as he passed along the coast, and he reported that it was full of hills and covered with trees.

One of the great attractions of Block Island is the fishing to be enjoyed off its shores or in the surrounding waters. About a third of the islanders are engaged in the fisheries, and the cod, mackerel and swordfish are those chiefly sought for commercial purposes. The favorite sport of summer visitors is to fish for bluefish from a Block Island boat in the care of a hardy skipper, or better still, to throw the line for sea bass from the foot of the bluffs on the south

food in the immediate vicinity, and also lambs, chickens, eggs, cream, milk, and vegetables from its numerous island farms. The Ocean View is especially favored in being supplied with the purest of drinking water.

No expense or personal attention will be spared to contribute to the comfort and happiness of the guests. The re-engagement of Quimby's Orchestra, for concerts and dancing, is a sufficient guarantee of satisfaction. Prof. J. A. Cooper, of Boston, long and favorably known to former patrons as master of ceremonies, will again preside in Music Hall. A fine tennis court with all the latest improvements is located on the hotel grounds.

All the rooms in the hotel and cottage are lighted with gas, while the rotunda, parlors, dining-room, music hall, piazza, and the lawn have arc electric lights. The latest improved system of electric bells connects each room with the office. There are steam radiators in drawing-rooms, halls, reading-rooms, etc. The House Physician, Dr. Geo. E. Brewer, of New York City, will be in attendance during the season.



THE OCEAN VIEW HOUSE, BLOCK ISLAND.

shore, where frequently very good catches are made. The ponds abound in fish, particularly Great Pond, and many of the summer visitors prefer this sport to the danger and disagreeable features incident to sea fishing.

**THE OCEAN VIEW.**—This popular summer house, accommodating five hundred guests, stands high above the water, and occupies the finest site upon the Island. It faces the ocean on three sides, giving nearly every room a splendid ocean view, and it has a harbor frontage of three hundred and fifty feet.

The Grand Veranda of the Ocean View and Cottage, one-fourth of a mile in length and twenty feet wide, commands one of the finest views upon the Atlantic coast. In the quiet harbor, directly in front of the hotel, lie scores of pleasure yachts and fishing vessels in which parties visit the blue-fish grounds and cod-fish banks, or chase with the harpoon the sword-fish and shark. To the right of the harbor the Government Breakwater (costing \$265,000) stretches its huge arm fifteen hundred feet into the ocean.

To former patrons nothing need be said regarding the table, to strangers only this, that extra advantages are afforded for obtaining the greatest variety of sea

Post-office and cable conveniences are at hand. Block Island is thus connected with the mainland, enabling the guests to have telegraphic communication with all the principal cities. Stock reports can be had daily and business carried on while spending the summer at sea. Hot and cold, fresh and salt baths are conveniently arranged.

All the leading papers and periodicals of the day, magazines, novels, etc., also a large assortment of choice cut flowers are to be obtained.

An excellent livery is connected with the hotel. Carriages and competent drivers can be obtained promptly by applying at the office. Guests desiring to bring their own teams, with or without coachmen, find good accommodations at moderate rates.

The location of the house being fifty feet above the sea, the drainage is considered perfect and has received the endorsement of medical experts and of the superintendent of the State Board of Health. Among the latest improvements are the wide substantial walks from the hotel to the boat landing, to all the cottages, principal stores, etc., affording a clean promenade.

Within five minutes' walk of the hotel, neat and convenient Baptist and Episcopal chapels have been



erected by the kindly aid of many former guests, where services will be conducted by distinguished clergymen.

The island is free from all annoyance of mosquitoes, and the air is always cool and bracing, at the same time having a mildness unknown elsewhere.

There are beautiful drives across the island in every direction by the many country roads, branching out with the utmost disregard of the points of the compass. Beautiful views of land and ocean scenery continually present themselves with ever-changing effects.

The bathing beach, a short distance from the Ocean View, is about three miles long and one of the finest on the coast. Being entirely free from undertow and currents, it is perfectly safe for children. Hundreds of people daily take advantage of the excellent opportunities afforded.

Block Island is noted for its codfish banks, its abundance of blue-fish, and the number of sword-fish caught. Boats of all kinds with competent boatmen are always obtainable, and fishing parties are made up daily by the lovers of this sport to chase and harpoon the gamey sword-fish.

Hon. Nicholas Ball, proprietor, and F. C. Cundall and S. C. Ball, managers.

arrangements for hot or cold, fresh or sea-water baths, are among the conveniences enjoyed by guests. Piazzas surround the main building on the first and second floors, and the halls open directly on the piazzas, which have been much enlarged during the past season.

The house is connected with Sand's Point Reservoir, and with Harbor Pond by a private pipe-line owned by the proprietor. Every room has a view of the ocean and of the steamboat landing, and the dining room, parlors and front hall have a beach and sea view also. There are the best of protections against fire on every floor, and Surf Cottage Hotel, so far as location, appointments and convenience of access are concerned, cannot be surpassed by any hotel on the Island.

Twenty years of experience of the proprietor, and the past popularity of the Surf Cottage, is a guarantee that a high standard of excellence will be maintained; that the table will continue to be unexceptionable, and that all efforts will continue to be made to satisfy the most fastidious guest. Terms very moderate, with important reductions previous to July 1st and subsequent to September 1st. All inquiries will receive prompt attention by Charles W. Willis, proprietor.



THE SURF COTTAGE HOTEL, BLOCK ISLAND.

**SURF COTTAGE HOTEL.**—The location of this house is unique. The north side and east end are directly on the beach, and one can sit in his room or on the piazzas and see and listen to the surf as it beats almost at his feet. Stairs connect the rear piazzas with private bath-houses owned by the proprietor.

The house fronts to the street; the U. S. Meteorological station and cable office is distant about twenty yards, while a barber's shop, drug stores, dry and fancy goods, clothing and gents' furnishing goods, and other stores for the sale of merchandise, and the Post-office are within one or two minutes' walk.

In the hotel the rooms are large and high studded, the walls are hard finished, the rooms finely furnished, the celebrated "Bliss" springs and hair mattresses being used on the beds. Water on every floor, the best of toilet accommodations, and bath-rooms with

**THE HYGIEIA HOTEL.**—John C. Champlin, proprietor; R. F. Randall, manager. There has always been a peculiar charm about the Island of the Sea. There is a charm about Block Island that is indescribable—that is peculiarly its own. There are green hills and beautiful valleys. Ponds innumerable, their bosoms white with the beautiful water lily; cosy cottages, and picturesque old windmills. Grand cliffs, with the mighty waves of the Atlantic beating and throbbing at their feet as restless as the beating of the human heart. The very great popularity of Block Island as a summer resort is due very largely to its remarkable purity of atmosphere, and its marvelous effect upon individuals who desire to combine recuperation and recreation. Prominent and public spirited men, realizing the demand for a strictly first-class Hotel, where business men could send their families



for the season, assured that nothing would be left undone to promote their comfort, after a thorough survey of the island, selected the location where the Hygeia now stands, as by far the finest site on the whole island, because of its natural advantages, beauty of surroundings, nearness to the bathing beach, magnificent and commanding views of the ocean, and opportunities for lake fishing, rowing and sailing. After a careful study of the best hotels in the country, the Hygeia was built under the most careful supervision, and the result is acknowledged to be the finest hotel on the Island. The irregular contour of the house with its Gothic roof broken into numerous projections and dormers has a most pleasing and imposing effect. The rooms are very high, large and airy, with double windows, the large central light, plain, encircled with small marginal lights of various colored glass; set wash-bowls and running spring water, gas, speaking tubes, open fire places, and a view of the ocean from every room in the hotel. Hot and cold, fresh and salt water baths on every floor. Orchestra, laundry and livery are connected with the hotel. The



THE HYGEIA HOTEL, BLOCK ISLAND.

table will be kept up to the highest standard. Terms \$2.00 to \$3.00 per day. Special rates to families and those desiring to spend the season. Telegraph office in the hotel.

The various kinds of fishing afforded at Block Island, during the summer months, are found no where else on the Atlantic coast, and adds much to the attractions of the island as a summer resort.

Directly in front of the Hygeia and bordering on its lawn are a beautiful chain of lakes, stocked with all kinds of fresh water fish. Sailing and rowing parties are constantly upon its waters, while the more hardy fisherman pursues the bass and the blue fish or spears the sword fish from the bay beyond.

**THE NATIONAL HOTEL** was erected by its present owner, Mr. Ray G. Lewis, and it has always been run under his personal supervision, with an able corps of assistants. It is within one hundred feet of the ocean, fronting the main breakwater and harbor, being separated from the cliff, at the foot of which beats the restless surf, by the street only. The next building south is the United States Meteorological station and cable office, while the post-office, drug stores, and stores dealing in general merchandise are within convenient access. Crescent Beach, universally conceded to be one of the very best, as well as safest bathing beaches on the entire Atlantic coast,



THE NATIONAL HOTEL, BLOCK ISLAND.

is distant not more than three minutes' walk, and Harbor Chapel is on the next street below the hotel. The house has been arranged with a view to the comfort and pleasure of the guests. The drainage is absolutely perfect, being carried into the sea beyond the small breakwater. In the interior, gas and electric bells are found in every room, lavatories and toilet accommodations on every floor.

The proprietor of this hotel is also interested in one of the finest as well as largest farms on the island and all the milk, eggs, poultry, vegetables, etc., used in the house are of his own raising, and therefore, sure to be the purest, freshest and best possibly obtainable. The table will be kept up to the very highest standard of excellence, and the management point to their past record as indicative of what may be expected this



SWORD FISHING, OFF BLOCK ISLAND.





A SECTION OF THE HARBOR FRONT, BLOCK ISLAND.

season. Considering the expenses incurred in maintaining this superior excellence the charges will be exceedingly moderate. Liberal reductions made for those who stay for a considerable period, or who come previous to July 15th or remain after September 1st. Write for special rates.

**THE WOONSOCKET HOUSE,** A. J. ROSE, Proprietor. The Woonsocket is under the personal supervision of the proprietor, who will spare no pains to make everything agreeable for his guests. It has accommodations for one hundred people, and has attained a wide reputation and popularity as a family hotel.

Both the main house and its recently erected annex are provided with all modern improvements, large airy rooms, superb ventilation and perfect sanitary arrangements.

There are broad verandas around the houses upon which shade and the sea breeze may be enjoyed at all hours of the day.

The table will be supplied with fresh eggs, milk, butter, poultry and vegetables from the farm of the proprietor. A special feature will be the fresh fish and lobster direct from the ocean.

The Woonsocket has bath houses free for the use of

its guests, less than a thousand feet distant from the hotel, with plank walks leading to them.

There are many pleasant drives to the various points of interest. Some of the principal ones are to the beaches, light-houses, bluffs, and wrecks.

At the hotel stable guests may have their horses cared for, or can procure others for driving.

Block Island is the resort above all others for the successful capture of sword fish, cod, blue fish, mackerel and other denizens of the deep, to say nothing of the black bass, pickerel and perch to be taken in its inland waters.

With daily mails and the submarine cable, business men are able to secure prompt communications with the main land. The churches are the Baptist and Episcopal.

The resident physicians of the Island are Dr. Champlin and Dr. Husted, and among the Summer residents having cottages are Drs. Curtis and Brewer, of New York.

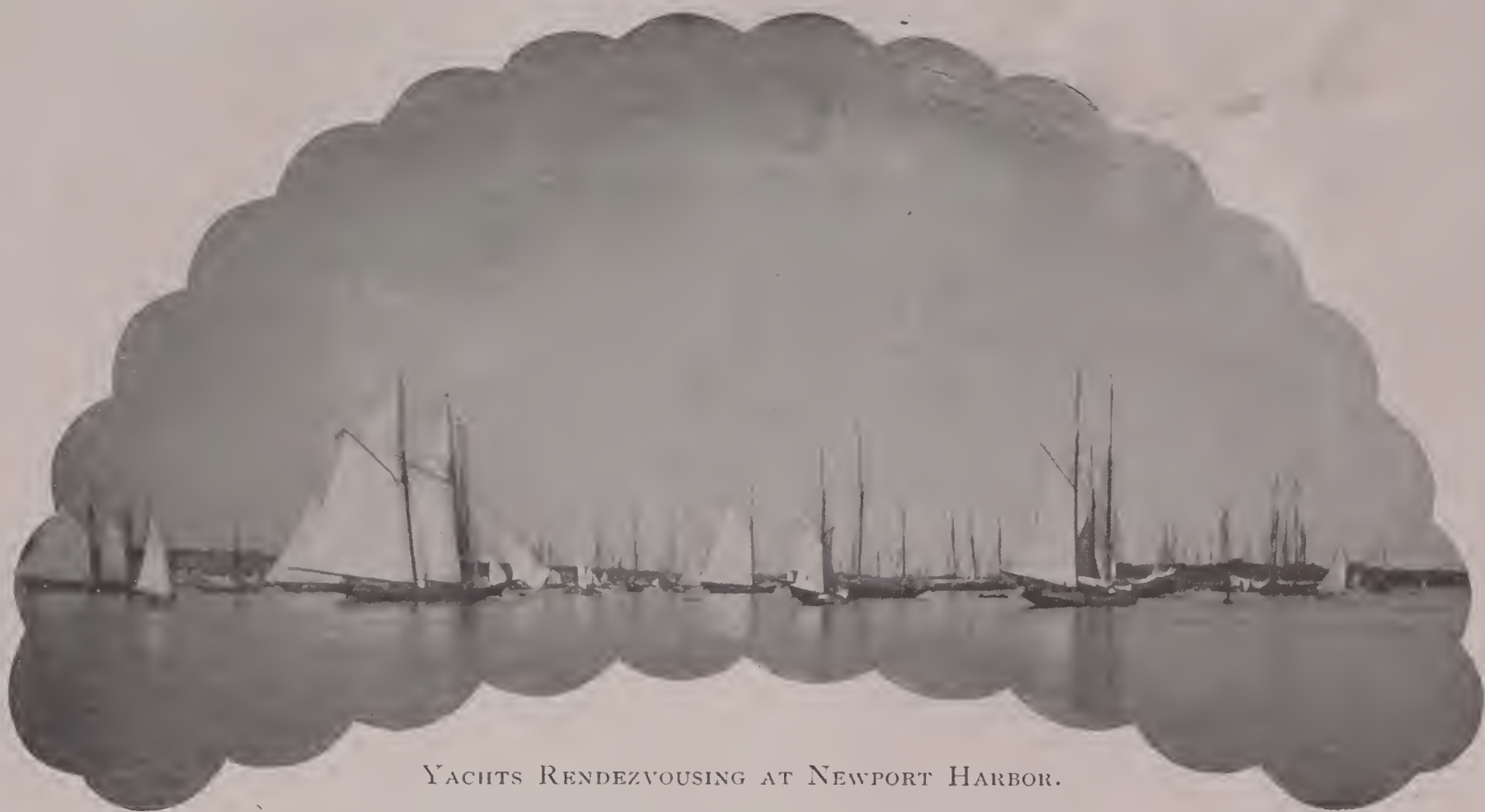
Crescent Beach with its smooth gradual descent, extends for three miles in a graceful curve from the Woonsocket House to Clay Head Bluffs. In safety, convenience, and picturesque beauty, it is not surpassed in America.

Carriages at the arrival of all boats free of charge.



TO THE BEACH VIA THE ELECTRIC CARS, NEWPORT.





YACHTS RENDEZVOUSING AT NEWPORT HARBOR.

## CHAPTER II.

### NEWPORT AND NARRAGANSETT BAY.

NEWPORT — JAMESTOWN — SEACONNET POINT — TIVERTON HEIGHTS — THE ISLANDS — WICKFORD — EAST GREENWICH — BRISTOL — WARREN — BARRINGTON — ROCKY POINT — OAKLAND BEACH — THE BUTTONWOODS — THE WARWICK SHORE — EAST PROVIDENCE — SQUANTUM — SILVER SPRING — RIVERSIDE — BULLOCKS POINT AND CRESCENT PARK — PAWTUNET — FIELDS POINT — PROVIDENCE — PAWTUCKET — WOONSOCKET.

NO OTHER American city is like Newport. It is unique, not alone on account of geographical situation and natural advantages of unrivaled excellence, but also as the chief centre of the social life of the wealthy and official elements in this country. This latter fact is so strikingly true that hardly a "society novel" now issues from the press that does not, during the course of the story, shift the scene to Newport. Other places have a fame and standing and attractions of their own, but they do not rival Newport nor compete with her, for the devotees of all the other centres of summer fashion gravitate to "the city by the sea" as naturally as flowers turn to the sun.

To her rare natural advantages Newport undoubtedly owes the estimation in which she is held as a place of residence and a resort of fashion. Situated at the southern end of the beautiful island of Rhode Island, the city is at the mouth of Narragansett Bay and enjoys the benefit of the sea breezes, while being at the same time protected by the neighboring masses of land from their severity and strength. Cool and sheltered, the proud summer city overlooks the bay and the sea. As a result of the situation the climate is peculiarly equable and soft at all seasons of the year. It is said that while the icy current from Labrador and Newfoundland pours into Massachusetts Bay, the south shore is laved by the warm water of the Gulf Stream which assists materially in giving to Newport its mild atmosphere

and the comfortable waters, adapted for bathing during the summer months.

Newport harbor has been famous since the discovery of the American continent. Nowhere on the Atlantic coast can a better one be found. This is one of Newport's great attractions, for although eminently adapted for commerce, yet very little comes here and the beautiful haven is the rendezvous during the summer of the pleasure vessels of the American millionaires. It is frequently visited by the war vessels of our own country and of foreign powers, whose officers are attracted by the cultured and cosmopolitan society here assembled. Its ample size, nearness to the ocean and to the ocean highway through Vineyard and Long Island sounds, and its great accessibility, render it a favorite haven of refuge for vessels in distress, — coasters, fishermen and even the lowly coal barges, all finding shelter here.

The territory of Newport comprises the southern portion of the Island of Rhode Island forming an elbow-shaped peninsula of an average width of about two miles, the harbor being on the inside. The townships of Middletown and Portsmouth occupy the central and northern portions of the island, and contain some of the finest and most productive farms in the State.

The city is really divided into two parts. All that section near the wharves and for some distance back





CROSSCUP & NEST ENG. CO. PHILA

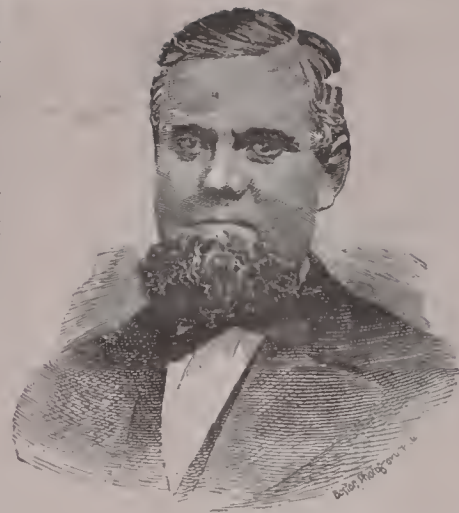
IDA LEWIS.  
THE GRACE DARLING OF AMERICA.  
AND THE LIME ROCK LIGHT HOUSE.



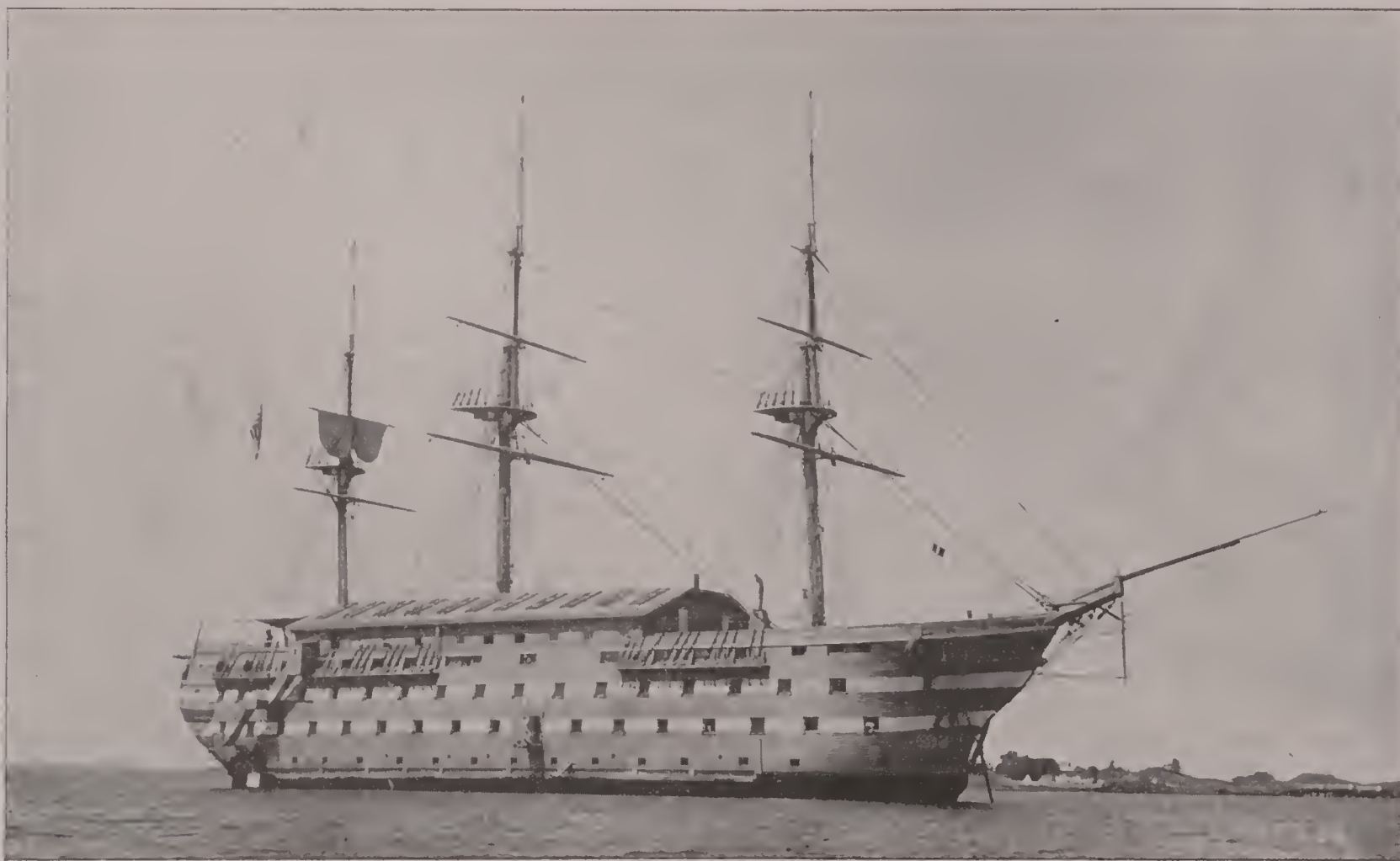
is the old and historic Newport, and is the seat of the business of the city. Here are still to be seen many old houses with gambrel roofs or projecting eaves, built previous to the Revolution, and most of them have interesting histories of old colonial days, famous families, or revolutionary events. The appearance of antiquity is further heightened in this quarter by the narrowness of the side streets, lined in places with the ancient houses. Thames, the chief street of the city, runs the entire length of this older section, and on it is transacted most of the business of the permanent residents. It is a narrow thoroughfare, and between it and the harbor on the west are all the wharves, on many of which are work-a-day, unpainted, and tumble-down-looking buildings. On this account the first view of the queen of watering places is somewhat of a disappointment to strangers, but to those familiar

with them palaces, rich treasures of wealth and taste, and fitted up with all imaginable luxury. They are embowered in trees, and are surrounded with pleasant lawns, some perched on the edge of cliffs overlooking the water, and nearly all within sight and hearing of the ever restless ocean.

Newport was first settled in 1639, by a company of Puritans from the Massachusetts



CAPTAIN THOMAS CROSBY,  
OF NEWPORT.



UNITED STATES SCHOOL-SHIP "NEW HAMPSHIRE," NEWPORT HARBOR.



C. U. COFFIN,  
AGENT NEWPORT & WICKFORD RAILROAD  
AND STEAMBOAT COMPANY.

with the city it is rather an added charm, indicating the glories of the past in a graphic and interesting manner.

Lying to the east and south of the older portion, on the ridge of the peninsula, on all the intersecting avenues, and all along the bold picturesque coast, are palatial mansions known by the unpretentious name of "cottages," but in reality many of

Bay Colony. By reason of its excellent harbor, in colonial days it became the most important commercial port on the Atlantic coast, even surpassing New York. It was then, as now, noted for its charming climate and beautiful scenery, and was the centre of the best, the most learned and cultured society in America. During the Revolutionary War the commerce was destroyed, and at its close Newport recovered but slowly from the devastating effects, and never regained its commercial position.

Until about 1830 it was a quiet, sleepy town, distinguished in no marked degree from other New England seaports. People of means and leisure began to discover the advantages of the place about this time, and soon all available accommodations were required by the summer visitors who flocked from every section of the country. Large hotels were erected, the place being for many years chiefly a hotel resort, but little by little, through the establishing of summer homes, and the building of elaborate cottages, the





RESIDENCE OF CORNELIUS VANDERBILT, ESQ., OCHRE POINT.

transient and ephemeral features incident to hotel life were eliminated and the place rapidly developed into the centre of "society," that it has been and is to-day.

**The Sights of the City.**—Besides its attractions of ocean scenery, climate, beaches, drives and the life and movement of society, Newport has many objects of interest to the sight-seer or the visitor, whether for a day or a longer period. One the best places to start for a view of these points of interest is Washington Square, on Thames street, near the wharves and in the centre of the older portion of the city. On Thames street, at the foot of the square is the City Hall, built in 1763; in the Common Council Chamber, in the second story, can still be seen the escutcheon and portrait of William Coddington, the first governor of Rhode Island. At the head of the square is the State House, erected in 1741, where May sessions of the Rhode Island Legislature are held and the State officers installed in office, the result of the election being proclaimed from the balcony. At the foot of the small inclosed park at the lower part of the square is a statue of Commodore Oliver Hazard Perry, commemorating his great victory on Lake Erie in the war of 1812, and on the pedestal is inscribed the celebrated report made by him on that occasion: "We have met the enemy and they are ours." On the south side of the square, just above the opera house and directly opposite the statue, is the substantial looking and well-preserved mansion where the great naval commander lived, both before and after his famous victory.

A short distance up Broadway, which leads out of Washington Square northward, is the Soldiers' and Sailors' monument. It was dedicated by Posts of the Grand Army of Rhode Island, May 23,

1890, Commander-in-Chief Russell A. Alger being present and participating in the ceremonies. The monument consists of two figures, a soldier and sailor, in action, mounted upon a pedestal of granite and a plinth of bronze; the sides are covered with bas reliefs of appropriate military and naval emblems and also the badge of the Grand Army of the Republic. It is located upon Congdon Park, a small plot recently improved by the city, opposite Equality Park, and is so placed as to be a prominent object from every direction except the rear.

A short distance eastward of the State House, on Spring Street, is the oldest house in Newport, built of stone in 1639, by Henry Bull. It has been renovated and restored, and bears a somewhat modern air.

One of the places worthy of a visit is the Jewish Synagogue on Touro Street. It is a small stone structure erected in 1763, and used as a place of worship until the Revolution. Services are now regularly held therein every Friday and Saturday. Abraham Touro, a Jewish merchant, left the sum of \$20,000 in charge of the town, the interest to be expended for the care of the ancient edifice and its surroundings.

On the lot adjoining the synagogue is the Newport Historical Society's building, originally the church of the Seventh-day Baptist Society, which was erected in 1729, and from whose pulpit the Rev. Mr. Callendar preached his famous centennial discourse in 1738. It stood on Barney Street until 1887, when it was removed to its present location. For the study of the antiquities of Newport the rooms of the Society afford the best, and the only facilities in the city, and they



"FAIRLAWN," SUMMER RESIDENCE OF VICE-PRESIDENT MORTON.



are open to the public every day, except Sundays and holidays, from 10 A. M. to 2 P. M., and also on Tuesday evenings.

The next object of interest is the Jewish Cemetery, corner Kay and Touro streets. The fence and gateway were erected in 1843, by Judah Touro, and are maintained and kept in repair from the proceeds of a fund left by him for that purpose.

A short distance further, on Bellevue Avenue, is the Redwood Library, which was incorporated in 1747. The original building, completed in 1750, is still standing, although an important addition to the rear was built a few years ago. The library is a private institution, but is opened to the public at certain hours each day (from 12 to 2 P. M.). The paintings and statuary in the rooms are well worth a visit.

mer stores, and a few hotels and restaurants. Here is the Casino, the chief of Newport summer institutions. The building has a frontage of 186 feet, and is in imitation of the old colonial style of architecture, the first floor being occupied by stores and the upper part by the stockholders. In the grounds, at the rear, are a theatre, a tennis court building, and an extensive bowling alley. The question will be asked, "What is the Casino?" and the answer, as near as can be given without entering into tedious details, is that it is an association of gentlemen who, in connection with an elegant private club, have introduced means for their own entertainment and that of the fashionable society around them. The Casino building was erected by James Gordon Bennett, but in 1880 it became the property of a joint stock company.



THE CLIFF WALK AT NEWPORT.

A few steps further is Touro Park, a large open space in the centre of which is the Old Stone Mill, one of Newport's chief attractions. Between the avenue and the Old Mill stands the handsome bronze statue of Commodore M. C. Perry, the younger brother of Commodore Oliver Hazard Perry. The younger Perry was instrumental in effecting the treaty with Japan, 1854, and this monument was erected by his daughter, Mrs. August Belmont of New York. On Pelham Street, almost opposite the Old Stone Mill, is the Channing Memorial Church, erected in 1880 in honor of William Ellery Channing, the great apostle of Unitarianism, who was a native of Newport.

From Touro Park, for a distance of about an eighth of a mile, the avenue on both sides is lined with sum-

Bellevue Avenue is a continuation of Touro Street, and was originally known as South Touro Street. It was opened after Newport began to develop as a summer resort, and runs from Kay Street to Bailey's Beach for two and a quarter miles in an almost straight line, along the summit of the ridge of the peninsula. For the whole distance it is lined on both sides with the most elegant residences in the city. It is the principal promenade and drive of the fashionable society in the season, and on it at the regulation hour, may be seen such a display of style and fashion, of wealth, elegance, and beauty as no watering-place in all the country can outrival. The most brilliant equipages, in styles the most unique, from a jaunty dog-cart, or pony phaeton, to a spanking four-in-hand, with here and there a dashing cavalier, all whirling





OCEAN HOUSE, NEWPORT.

along this famous "drive," bearing their precious freight,—men of wealth, of rank, of learning; women of beauty, culture, and refinement; and merry children, with bright, laughing faces. All are in happiest mood, exchanging salutations as they pass, noting a strange or beautiful face; commenting on the last new turnout; observing the landscape; indulging in pleasant banter, or in more serious converse. The scene is not a dull one nor uninteresting. It gives us a glimpse, a passing outside glance, at society life in Newport, which we would not have missed, and which we can take away with us and study at our leisure.

It would be impossible here to tell in detail of the residences of distinguished people on the avenue and streets adjoining, but the curious reader will find that information in the list of residents published annually.

fifteen to thirty persons. They start from the steamboat landing, Washington Square, and from Touro Park, but by waiting a little on the avenue one will be certain to pass. For a short journey, to visit the beaches or for a view of the avenue, these conveyances have many recommendations, as they afford facilities for reaching every locality of interest and leave you free

Among the residences of especial interest to sight-seers are those of James Gordon Bennett, opposite the Casino, Ex-Governor George Peabody Wetmore, Vice-President Morton, William Waldorf Astor, the richest man in the United States, Fred W. Vanderbilt, and many others.

If you wish to "do the town" in grand style and with the most comfort, you will hire a carriage and driver. If, on the other hand, either necessity compels economy, or taste inclines you to be democratic, you may take a drag or barge, as the commodious stage coaches plying to all points of interest are called. They are of various sizes, and will accommodate from



J. G. WEAVER,

SENIOR PROPRIETOR OF OCEAN HOUSE.

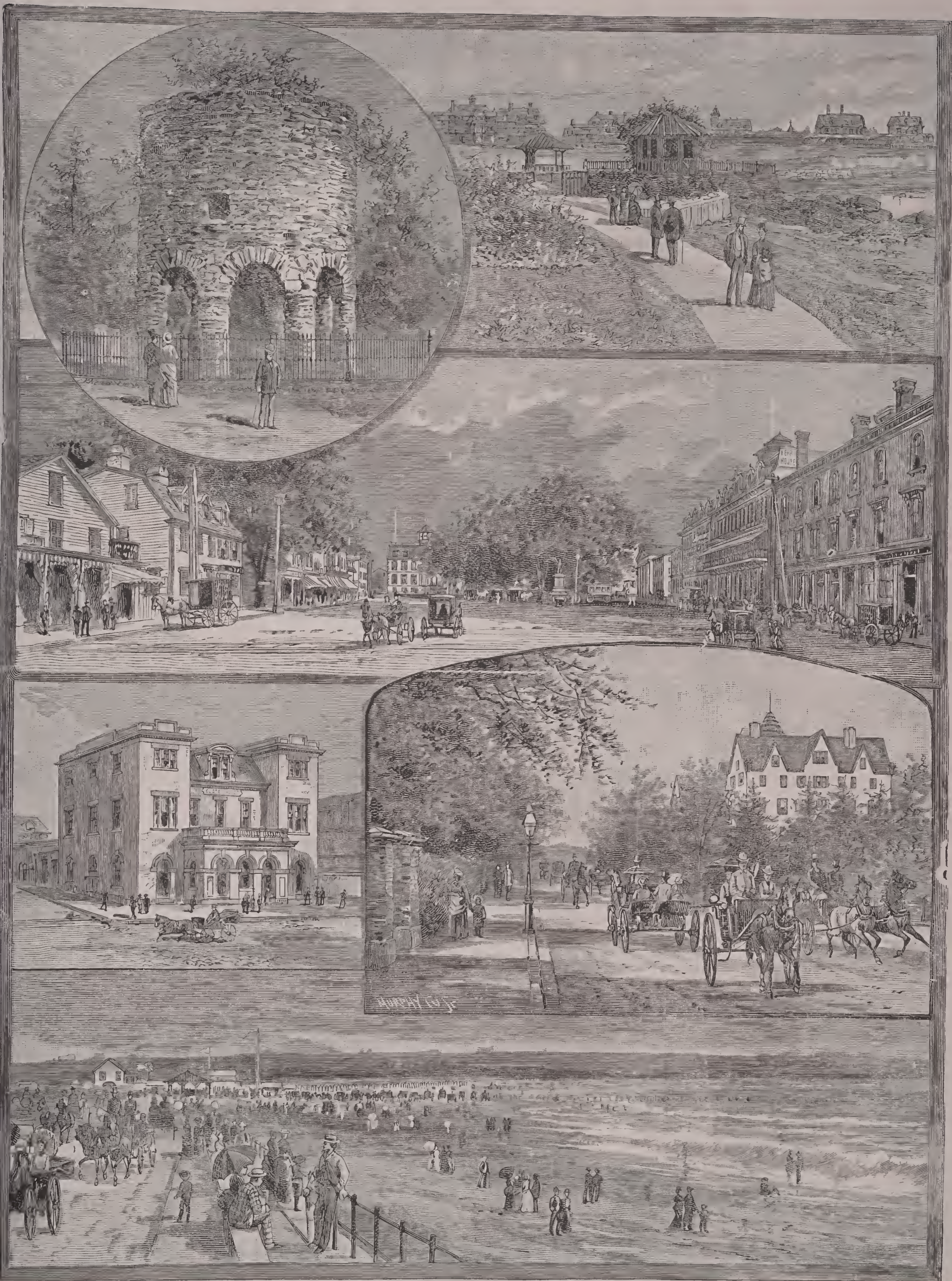


THE CASINO, NEWPORT.

to embark or disembark at will. For the drives into the country more expensive turnouts are necessary. An electric street railway was put in operation August 7, 1889, and one line runs from the steamboat wharf across the city and down the Bath Road to the beach. Another line runs down Broadway.

**The Drives.**—The grand drive in Newport is around Ocean Avenue, sometimes called the ten mile drive, from the fact that the circuit from Washington Square and return is between ten and eleven miles. Starting from Washington Square the first portion of this drive is up Touro Street and along Bellevue Avenue. From Bailey's Beach the road follows the indentations of the shore, affording magnificent views of the rocky coast. In arranging the drive it is an easy matter to get a driver who can point out the





FAMILIAR SCENES IN NEWPORT.

1. THE OLD MILL. 2. ALONG THE CLIFFS. 3. WASHINGTON SQUARE. 4. THE POST-OFFICE AND CUSTOM HOUSE. 5. SCENE ON BELLEVUE AVENUE 6. THE BEACH.





E. V. WESTCOTT,

PROPRIETOR OF THE AQUIDNECK HOTEL, NEWPORT.

different residences and the places of interest, but the chief attraction is the scenery.

On the return half of the circuit drive very fine views of the city and harbor are obtained. Formerly an expensive carriage had to be hired to take this drive, but for the past few seasons the large drags have driven around the whole distance, so that the visitor can see the villas and enjoy the wild scenery at the south of the island at one trip and at very small expense. Other drives to the northward, along either shore of the island, through beautiful scenery, and past historic places, will amply repay the cost of time and money which you can justifiably spend upon them.

**The Beaches.**—Two miles across the city from the steamboat landing is Easton's Beach, one of the chief attractions of Newport. The beach is at the head of an inlet open to the ocean from the south, on which account there is always a good surf. It is smooth, wide, and level, formed of fine, hard sand, and is nearly a mile in extent in a straight line. Formerly the bathing houses and the buildings for the accommodation of visitors were very dilapidated in appearance, but in 1887 extensive new structures were erected, the sea wall bounding the roadway was extended and repaired, the roadway rebuilt, the locality generally improved in appearance and made to correspond with modern Newport.

On the west side of Easton's beach the shore is faced with cliffs of broken, jagged rocks, twenty or more feet in height, which extend all the way around to Bailey's Beach, and the residences on Ochre Point and on the east side of the lower part of Bellevue avenue are nearly all so situated as to overlook the cliffs. For all this distance, about three miles, a graded path leads along the edge, affording magnificent views of the ocean on the one hand, and on the other the finest views of the gardens and homes of the summer residents to be had in Newport. Various spots in the rocks have been given names, and are connected with story and legend. Many of the residents along the cliffs have private stairways, locked and barred, leading down the face of the rock to the water, and

the jutting headlands are dotted with little summer houses.

Beyond Easton's beach and separated from it by the peninsula of Easton's point, is Sachuest beach, which is much larger than Easton's, but not so safe, which fact, together with its distance, two miles beyond Easton's, causes it to be almost wholly neglected. On the east side of the peninsula and fronting on Sachuest beach is a deep yawning crevice in the face of the cliff, 160 feet long, eight to fourteen feet wide, and fifty feet in depth. The sea flows into it at the bottom of the cliffs. It is known as Purgatory, and there are various interesting legends connected with it.

Bailey's beach is situated at the end of the L-like terminus of Bellevue Avenue, and is the shore of a little sheltered cove hemmed in by rugged rocks on either side. This beach is not patronized to great extent except by the neighboring residents. From here the graded Cliff Walk starts, the other terminus being at Easton's beach on the Bath road.

**Excursions in and About the Harbor.**—Not the least of the attractions of Newport are the short excursions that can be made to points in and about the harbor. You can go to Fort Adams, to the United States Training Ship, to Jamestown, and if you have audacity and influence, to the Torpedo Station. Fort Adams, one of the strongest fortifications in the country, guards the entrance to the harbor between Newport and Conanicut Island. You can drive there, a distance of between three and four miles, or if you have friends or acquaintances in the fort you will be allowed to go over in the government tug boat, the distance across the harbor being less than a mile.

The finest harbor excursion is over to Jamestown on Conanicut Island by the steam ferry boat, a distance of about two miles, passing on the way Goat Island, the Torpedo Station, Rose Island, and obtaining fine views of the beautiful harbor and island.

There are three routes to reach Newport from Providence and two from New York. From Providence you can go by the Old Colony railroad, via Warren and Fall River, the railroad skirting the shores of the bay for a large portion of the whole distance and affording many pleasant and some grand views; the most popular way, is by the bay steamers from whose decks the shores and islands of the beautiful Narragansett please the senses with their ever varying panorama; the third route is by the New York, Providence & Boston railroad, via Wickford, connecting at Wickford Landing with a steamer which, after an hour's sail across the bay, lands the traveler in Newport. The chief route from New York is by the Old Colony Steamboat line, but the Shore Line to Wickford, is also patronized by many on account of being nearly an all rail route. From Boston the main line of the Old Colony, running through Fall River, terminates at Newport.

**THE AQUIDNECK HOTEL.**—One of the most celebrated of Newport hotels is the Aquidneck on Pelham Street. For many years it has been a favorite summer home for a large number of families, and under the management of Mr. E. V. Westcott its popularity is sure to be maintained. It is the headquarters for army and navy officers and is the stopping place for a large number of statesmen, and having all the comforts of a first-class house, it is an attractive place of sojourn for either a long or short stay in Newport.



**DANIEL WATSON**, Real Estate and Yacht Agent, with offices at 235 Thames Street, Newport, R. I., and at Ferry Wharf, Jamestown, is especially interested in Conanicut Island and has assisted very



materially in the upbuilding of Jamestown. He makes a specialty of marine building sites. Many of the most eligible locations in Jamestown were of his selection, and he disposed of them to the present owners. Mr. Watson has the exclusive sale of the finest section of sea shore property on the American coast, a plat of which will be sent to any address on application by mail. He will also be glad to visit the locality with any one who may wish to inspect the property.

**JAMESTOWN.**—On the island of Conanicut, opposite Newport to the westward, and about two and a half miles distant across the main entrance to Narragansett Bay, is the new summer resort of Jamestown. Already the place contains six hotels, more than one hundred houses, chiefly summer residences after the Newport style. There was originally a small village here of native residents, fishermen and farmers, but their modest homes have been overshadowed and absorbed by the new-comers. The new residences and hotels are sprinkled over a gently sloping hillside that overlooks Newport, its harbor and the entrance to the bay.

The Newport and Jamestown Steam Ferry and Navigation Company runs a steam ferry boat from the west side of Conanicut Island to South Ferry on the shores of the town of South Kingstown, connecting

across Conanicut Island with the Jamestown Ferry, the distance overland being only about a mile. This is the route of the old South Ferry, the chief highway between the South County and Newport before the era of railroads and steam navigation, and the new facilities afford opportunity to drive from Newport to Narragansett Pier, the route including five miles of travel by water and six by land, and it would be difficult to find a more enjoyable journey. Drags connect between the two ferries.

**BAY VOYAGE HOTEL.**—One of the most noticeable of the hotels is the "Bay Voyage," which, while not entirely new, is at least new to Jamestown, and its history is unique and well illustrates American enterprise. It is situated 200 feet from the shore, and is only six minutes walk from the landing. Originally the building was a country house and stood in an elevated and pleasant situation at Middletown Heights, directly across the bay from Conanicut, but as the neighborhood while possessing much natural beauty, did not attract many residents, Mr. J. A. Brown, the proprietor, decided to move his house across to



BAY VOYAGE HOTEL, JAMESTOWN.

Jamestown and convert it into a hotel. People laughed at the idea when it was first broached, but Mr. Brown went energetically to work and despite many difficulties succeeded in transporting and floating the building in two sections to its present location. As it was at first built for a private residence the house is more commodious and better finished than the ordinary summer hotel. It has fifty large rooms, and is provided with the latest modern conveniences. Near the house is a good bathing beach, on the shores of which are private bathing houses belonging to the hotel. In the grounds is a well laid out tennis court. The facilities in the neighborhood for boating and fishing, and also for driving are all that could be desired.

**THE ISLANDS** of Narragansett Bay deserve a passing mention. The largest is Rhode Island, which lies along the eastern side of the main portion of the Bay, is the largest and most beautiful and contains the towns of Portsmouth and Middletown and the city of Newport. The next in size is Conanicut which forms the town of Jamestown; and then in the order named as to size are Prudence, Patience and Hope in the central part of the bay, Dutch Island between Conanicut and the mainland, while there are very many smaller Islands and Islets.

Conanicut Park a locality at the northern end of Conanicut island has a number of summer residences and a hotel.



VIEW ON THAMES STREET, NEWPORT.



## SEACONNET POINT.

THE extremity of the territory of the State of Rhode Island at the eastern entrance into Narragansett Bay is Seaconnet Point, a peninsula or neck, much indented with coves, and protected by rocky headlands, the whole extending into the sea for about two miles from the main portion of the coast in the neighborhood, while it is a mile or so wide in the broadest part, but at the end tapers down to a "point" in reality. The coast line, on account of the many inlets and headlands, is very long in proportion to the area of the Point. Rocky ledges, shelving in some places and precipitous in others, form the outer or seaward shores, although at the head of several of the larger coves in the least exposed portions are good beaches two at least of which are quite large and are available at all times for bathing. The action of the surges on the rocky bars, "where the wild, white breakers plunge and fall," is magnificent and can be here observed to great advantage. Near the extremity of the point are two shore ponds, well stocked with fish and excellently adapted for rowing on account of their smooth waters. Seaconnet has the full benefit of the ocean breezes from all directions, as it projects so far into the sea that there is no obstruction to the winds by any neighboring masses of land; and the full sweep of the cooling and refreshing southwest breeze, which no other point on the coast except Block Island has in the same measure is constantly obtained.

Off the extreme end of the Point are several rocky islands. West Island, the outermost and largest of the group, is almost entirely occupied by the buildings of the fishing club of the same name, composed of some of the wealthiest and most noted men in the country, among whom are Cornelius Vanderbilt, Ex-Governor George Peabody Wetmore of Rhode Island, and others equally well known. A few hundred yards westward of West Island and the Point, at the entrance into the Seaconnet River, is the new iron circular Seaconnet Point Light-house, built on Little Cormorant Rock.

Splendid views of ocean and coastwise scenery are obtained from nearly any position on the peninsula. When the weather is clear, towards the east can be seen Gay Head, Martha's Vineyard and Cuttyhunk, while to the southeast Block Island is at times visible, and Point Judith and Narragansett can often be discerned. The Seaconnet River, here, at its mouth, is about five miles wide, the nearest place on Rhode Island being Sachuest Point. The cliffs at Newport are always in view in fair weather.

All the land on the extremity of Seaconnet Point peninsula is the property of Col. Henry T. Sisson, who inherited it from his father, David Sisson. The original estate consisted of about four hundred acres, and is unquestionably the most valuable property at Seaconnet, having all the great natural advantages already mentioned. It has a water front of two and a half miles, and has many available sites on knolls and slopes for summer residences. Colonel Sisson has in the past few years sold a considerable number of locations to well-known fashionable and wealthy people who have erected beautiful residences. The estate is all laid out and platted, and is everywhere easily accessible by good roads.

Colonel Sisson has been prominently identified with Rhode Island life during and since the war of the rebellion. He was born August 20, 1831, and was educated at the Gorham Academy, Maine, and at the University Grammar School, Providence. Previous to the Rebellion he held various commands in the

State Militia. At the breaking out of the war in 1861 he took the position of paymaster on General Burnside's staff with the rank of Lieutenant; December 28, 1861, he became Captain of the 1st R. I. Artillery; February 5, 1862, Major 3d R. I. Artillery; November 5, 1862, Colonel 5th R. I. Artillery. Afterward he served as Commandant of the 5th R. I. in North Carolina. Colonel Sisson was the only Rhode Island officer beside General Burnside who received a vote of thanks from the General Assembly. After the war Colonel Sisson entered the service of the A. & W. Sprague Manufacturing Company, and was general superintendent of the mills in Coventry and Warwick. From 1875 to 1877 he was Lieutenant-Governor of Rhode Island. In 1881 he ran for Congress in the second district but failed of an election. The wife of Colonel Sisson is Josephine E. Brownell, a lineal descendent of Benjamin Church, the earliest settler in this region and the victorious leader of the colonists in King Phillip's war.

Probably the finest residence at the Point is that belonging to Colonel Sisson himself, which with its surroundings is shown in the engraving. This house was originally built by Colonel Sisson's father, but recently has been entirely renovated and the whole interior rebuilt, and elaborately decorated. It is substantially built of the native rock, is three stories in height, surrounded by piazzas on the seaward sides, and surmounted by a commodious cupola from which the whole coast and adjacent scenery can be viewed to rare advantage. The interiors are chiefly finished in polished woods, while the ceilings of many of the rooms and the walls of the lobbies and halls are decorated with gold and bronze in beautiful designs of artistic rough finishes. The grounds around the house are laid out with graveled walks and wide lawns, and on a knoll a beautiful summer house has been erected, the foundation of which is formed of curious quartz rocks and boulders that have been gathered from all the region round about for a distance of ten or twelve miles. At the foot of the grounds is a circular fresh water shore pond in which fish abound. The house is conspicuous from the steamboat landing, from which it is distant about half a mile, and it is only a short distance away from the sea on all sides.

The residence of Dr. Clarence T. Gardner, of Providence is situated a short distance southeast of Col. Sisson's, on a rocky ridge overlooking the ocean, in a very conspicuous position. A number of other well-known gentlemen have residences here: — Rathbone Gardner, William H. Low, Jr., William H. Bailey, H. B. Franklin, George R. Viall, C. C. Gray, H. A. Church, of Providence; Dr. George S. Eddy of Fall River and others. A number of fine houses will be built in the near future, the finest of which will probably be that of H. D. Lloyd of the Chicago Tribune. It will be built on "Big Rock" so-called, the highest land on the Point, and near its extremity.

The coast is so exposed at the Point that it was necessary to erect a breakwater to form a landing place on the inner side at the entrance into Seaconnet River. It only extends a short distance from the shore and affords some protection to vessels. Efforts have been made to get an appropriation to continue the work, and it is probable that in the near future it will be built far enough out to form a good harbor. A small cove beyond the landing forms a good harbor for the small vessels of the fishermen, or for yachts and sailboats.



**PROPOSED ELECTRIC RAILWAY.**—Seaconnet Point came into notice as a watering place through the instrumentality of Colonel Sisson, who in 1885 started the steamer Dolphin to run to Providence and intermediate landings on the Seaconnet River. At the present time he is exerting himself to establish an electric railroad thirteen miles long to run from Seaconnet to Tiverton, to connect there with the Old Colony railroad. His proposal is to use the existing highways for the road, and operate it by the trolley system. The town of Little Compton by a vote of 107 in favor to 6 against on May 9, at a well-attended town meeting granted him a franchise over its highways to the Tiverton line. Some opposition however was developed in Tiverton, and it looked as though the project would be defeated through the ultra conservation of the natives and the desire for exclusiveness on the part of

some of the wealthy summer residents. But Col. Sisson with his accustomed energy engaged in "missionary work," and the result of his efforts were made manifest when the special Tiverton town meeting was held June 27, the franchise being granted by a vote of 90 to 48. The road will undoubtedly do very much to develop both Tiverton and Little Compton, and increase their property values. The cost of building the road is estimated at \$100,000. There will be no difficulty in raising sufficient capital as the Westinghouse Electric Company, which

stands ready to construct and equip the road, has agreed to take stock to the amount of \$50,000, one third of the required capital, and the remainder will readily be secured in Tiverton and Little Compton, and from friends of Colonel Sisson in Providence, Fall River, Boston and elsewhere. It is intended to carry both passengers and freight, and as the road is to be standard gauge ordinary freight cars can be run over the lines from the Old Colony connections. The passenger car will be of the vestibule pattern and will be so constructed that during the summer they can be used as open cars. The power station will be located about a mile south of Tiverton Four Corners. Colonel Sisson thinks the road can be built and put in operation inside of three months, and that its benefits will be so apparent that in the immediate future it will be extended along the coast villages from Little Compton Commons

through Adamsville, Westport, Hicksville and Dartmouth as far as New Bedford, making Westport Harbor and Horse Neck Beach accessible.

**THE SAKONNET.**—In approaching Seaconnet Point from up the river the most conspicuous object is the hotel "The Sakonnet." It is seated directly on a bank at the edge of the shore, a short distance from the steamboat landing, and directly overlooks the mouth of the river, so that from its windows and piazzas all the scenery and points of interest already mentioned are fully in view. The house is 30 x 100 feet in dimensions, three stories in height with a tower sixty feet high rising from the centre front, and has piazzas ten feet wide on all sides on the first story. There are accommodations for seventy-five guests, and the rooms are all light and airy. It is well provided

with conveniences, having electric bells connected from each room, bathrooms on each floor with hot and cold water, while the drainage and plumbing are excellent. This hotel was built and opened in 1888, but in 1890 it was enlarged to double its original size. The dining room is on the ocean side and has large windows, thereby affording an especially pleasant view. Connected with the house is a good stable where visitors can get their horses cared for or can hire others for drives to Long Beach four miles away; Little Compton Common, five miles; Adams-



RESIDENCE OF COL. HENRY T. SISSON, SEACONNET POINT.

ville, seven miles; Westport Harbor, five miles, and other places of interest. As a part of the outfit of the hotel boats are kept in the little harbor at the landing for the use of guests in rowing, sailing or fishing. A mile away is the principal bathing beach, which although not large is perfectly safe, a carriage is run from the hotel over to the beach daily, and here there are a number of fine bathing houses new this season. The tables of the Sakonnet will be supplied daily with fresh milk, eggs, butter, vegetables and poultry from the neighboring farms, and all the luxuries in their season. A special feature will be the fresh fish and lobsters, direct from the ocean. The house is under the direct personal supervision of the proprietor, Mr. J. L. Slocum, who will spare no pains to make everything attractive for his guests.



**THE SEACONNET RIVER.**—The portion of Narragansett Bay lying between Rhode Island and the mainland on the east is known as the Seaconnet River. It is from ten to twelve miles in length by two in average breadth, and its shores on either side are gentle slopes divided by stone walls into cultivated fields and grass lands. The scenery is very pleasing, and on account of the succession of inlets and points has many picturesque features. On the Rhode Island side the majority of the buildings seen are either the residences or farm-houses of wealthy and famous people. Edwin Booth has a house here, and Cornelius Vanderbilt's stock farm is on this shore. The other side of the river is formed by the farming towns of Tiverton and Little Compton, and although there are a number of summer residences the dwellings are mainly those of native farmers and fishermen. The northern end of Seaconnet River, which is also the narrowest portion, and forms the connecting link with Mount Hope Bay, is spanned by two bridges about a mile apart uniting the northern portion of Rhode Island to the mainland. The one at the south is known as the Stone Bridge, and over it passes the highway to Newport; the other one is the Old Colony Railroad Bridge. These bridges are roadways built strongly of stone, each with a narrow draw in the centre to allow of the passage of vessels. A movement is now on foot to have these draws widened, since in their present condition only comparatively small vessels can pass through, while if they were made a suitable size the channel here would afford a new and better way to Fall River from the east, and would be a very great general benefit to navigation.

The mouth of the Seaconnet is the greatest fishing place in Rhode Island. Here during each spring, from the middle of April to the 10th of June, the



CAPT. J. A. PETTEY,  
OF STEAMER "QUEEN CITY."

catch of fish is enormous. The method employed is what is known as trap fishing, — nets being placed in such positions and secured by buoys and sinkers so as to entrap the fish as they enter the river. During the season of 1891, Daniel T. Church of Tiverton employed five steamers and about one hundred men in manning the boats and seines, curing, packing and shipping the fish. A number of other fishermen were also engaged here: Brown & Brightman employing one steamer; Frank Lewis, F. A. Wilcox, Sidney Gray, and others of Little Compton, all using sailboats in their work. During the busy season the fish principally caught are scup and sea bass, the bulk of which are shipped to New York and Philadelphia. All the usual varieties of fish are caught here by this method, each at its proper season. The steamer *Queen City* supplies the Providence market from this prolific source.

**A TRIP TO SEACONNET.**—The only means of reaching the Point was by the mail stage from Fall River or by private carriage, until in 1885 the steamer *Dolphin* made trips between Seaconnet and Providence. The following year Captain J. A. Pettey put the steamer "*Queen City*" on the route and has continued

to run her ever since, winter and summer. A sail from Providence to Seaconnet on the "*Queen City*" is one of the most enjoyable that can be taken in Narragansett Bay. Until opposite Rocky Point the route is through the familiar scenes in the upper part of the bay. The steamer then passes through Bristol Harbor and enters Mount Hope Bay through the passage between Ferry Point and Bristol Ferry where from the settlement of the country until quite recent times a ferry was maintained, and was an important link in the road to Newport before the building of the railroads or the construction of the Stone Bridge at Tiverton. To the northward Mount Hope is the central feature of the landscape while the tower and roofs of the new Soldiers' Home are visible above the trees to the eastward of the hill. To the northeast Fall River is conspicuous three miles away, and the shore of the mainland extends from there in a bold, steep hillside to opposite our position and beyond for some miles. Then sailing around Common Fence Point the northern extremity of Rhode Island, the steamer enters the first reach of the Seaconnet River which forms a harbor-like basin about a mile in width and the same in length, with the low shores of Rhode Island on one side and the high land of the mainland on the other. Passing through the draw of the railroad bridge through which the tide runs like a mill race the steamer enters the enclosed space between the bridges and stops at the wharf on the Tiverton shore. Through the draw of the Stone Bridge, the steamer then enters the main portion of the Seaconnet River. The picturesque circular island on the right is known as Goulds. The river is so narrow, comparatively that every feature of the landscape is very distinct and affords scenes of ever-changing and varied beauty. Four or five miles from the bridges the steamer stops at the landing of the village of Tiverton Four Corners and then rounding Fogland Point passes into the lower portion of the river where the swell from the ocean begins to be quite perceptible and after a run of about fourteen miles from the bridges reaches the wharf at the Point.

Captain J. A. Pettey who runs the "*Queen City*" and is the principal owner is a competent navigator, and has had a large experience in Rhode Island waters. He is a native of Weymouth, Mass. The "*Queen City*" was built in 1881 at Brewer, Maine, and is well adapted in size and build for passing through the bridges.

**TIVERTON HEIGHTS.**—The steep hilly shore between the Stone Bridge and the Old Colony Railroad Bridge is known as Tiverton Heights. It rises to a height of nearly two hundred feet, overlooking a wide expanse of the bay and islands. The slopes are dotted with residences nestling among the trees, constituting, as seen from the steamer, one of the most beautiful places on the bay. This locality is the most populous part of the town of Tiverton, which borders the Seaconnet for five or six miles further.

**THE CHURCHES' FISHING INDUSTRY.**—The group of buildings on the Rhode Island side of the Seaconnet River just north of the railroad bridge form the extensive fish oil works belonging to the Churches, a family that has been conspicuous in Rhode Island history since the time of Roger Williams. This business was started by Joseph Church, and has been carried on very successfully by his sons under the name of Joseph Church & Co. Originally there were seven brothers, and the first steamer built for catching menhaden was named the "*Seven Brothers*," and it is still in commission. Latterly only four of the bro-



thers have been engaged in the business, Nathaniel B., Daniel T., George L. and Isaac, and the firm was commonly spoken of as the "Church Brothers." During the past winter, however, the other brothers sold out their interests to Daniel T., who is now sole owner and manager of the business. Isaac is at present on a tour around the world. The other two brothers are in the employ of Daniel and each runs one of the steamers, Nathaniel commanding the *George W. Humphrey*, and George L. the *Joseph Church*. They are all, however, possessed of ample fortunes and the reason the three brothers have sold out is because they desired to be relieved

of the responsibility of actively conducting the business, while at the same time they are willing to engage practically in fishing.

Several of the Church brothers have at various times represented Tiverton in the Rhode Island General Assembly. Nathaniel was a representative from 1883 to 1885 and senator from 1885 to 1888, and George L. was senator in 1889-90.

In Tiverton and Little Compton no one is better known, has more influence, or, in fact, is better liked than Capt. Nathaniel B. Church. "Capt. Nat," as he is known all along the coast from Florida to Eastport, Me., or Senator Church, as he is better known in the state of Rhode Island among people who know a fish only as they buy it in a market or read its name from the menu of a hotel, is one of the gentlemen who realize the beauty of nature and has selected his house in a place where he has every natural advantage to which he has added many artificial ones. As a result he has one of the handsomest and most attractive residences in Rhode Island and passes his spare time there as pleasantly and as comfortably as any person in the state.

Capt. Nat began life as a fisherman, pursued the fisherman's life through his youth and is in middle life the leading fisherman in these waters. From boyhood he has been on the water, first using the hook and line to lure the wily denizens of the deep, then branching out and working on the seines and traps and finally becoming the leader, not only with the traps in the spring but with the seine during the summer and early fall. He has a wife and one child. His beautiful home, shown in the illustration, is just below Tiverton.

In this industry one year is much like another, except in the amount of fish caught, though that is where the judgment of the heads of the firm comes in, they knowing, so far as human knowledge goes, where and when the fish are coming. This is the whole problem of the fish business, and like the work of "Old Prob," is very uncertain. Fish come and go as they please, and to catch them as they run is much like looking in a fixed spot for a new star or comet, it may come and it may not.

A resume of the work of one of the steamers would give a good idea of the operations of the entire fleet.



FRONT VIEW OF DANIEL T. CHURCH'S FERTILIZER FACTORY, TIVERTON, R. I.

Probably the best one to select for this purpose would be the *George W. Humphrey*, the largest. She is the pride of the fleet and the fastest fishing steamer in New England waters, and Capt Nat is her commander. She is the best steamer of her kind on the coast and has been ready to race many of the steam yachts of the New York and other clubs. The *Humphrey* is 154 feet long and can carry 2,000 barrels of fish or 500,000 pounds, and not show it. Her speed has never been tested to the utmost, but she can log sixteen knots all day and be ready to return at night. She was, in fact, built for the business, as it is often necessary when off Delaware Breakwater, or up along the coasts of Massachusetts or Maine, to load and get back in a hurry. She is the pride of her captain, and he knows her as a good driver knows his horse, while at the same time his captain's commission allows him to run a steamer all along the coast from Tallahassee to the north-eastern extremity of the United States.

Along the last of April or the first of May, Capt. Nat takes his steamer to Seaconnet Point, where the firm engages in catching food fish, and for two months he and his men have all they can do to handle the large number of edible fish that they take in traps and ship them to New York and Philadelphia. They take scup, sea bass, black bass, cod, flounders, butterfish and some other food fish, and at the same time catch tons of useless fish like sculpins, dog fish and the like that are not salable but can be used to turn into oil. The traps they use are the famous Rose traps, so-called, invented by Capt. Rose, and consisting of a huge box or seine, to the door of which are two long leaders that run out from 1,500 to 1,800 feet. The fish strike these leaders and follow them up to the door or gate, enter the box and then are safe, because they never turn back from deep water and so are caught.

These fish are taken in immense numbers and it is not infrequent for the boats for New York that land at Newport to take 2,000 barrels, or 250 tons a night to the metropolis, where they are sold at Fulton Market or to the wholesale dealers about the city. Of late, however, through the advice of Capt. Nat, the fish have been despatched direct to New York from Seaconnet Point. One of the steamers is used as an ice boat, the ice being obtained from the home estates





RESIDENCE OF CAPT. NATHANIEL B. CHURCH, TIVERTON, R. I.

in Tiverton. When the fish are taken from the traps the steamer that is to load for the markets runs up alongside the ice steamer, and then a layer of fish and an alternate layer of crushed ice are put into her hold until she is ready to sail for New York. Thus the fish are kept in perfect condition and are put in market about as fresh as when they were caught. This portion of the business yields a good revenue, if the fishermen know when the fish are running, and as the Churches seem to know this point they do well.

Having made a profit on food fish just so long as they will run, attention is then given to the menhaden which are pursued until very late in the Fall. These fish are of no use for food, but are turned into oil, and the refuse, after the oil has been taken out, into guano, or fish and potash, one of the strongest and best fertilizers that is put on the market. Here Capt. Nat comes in again and his fast steamer is known from Delaware to Maine. The menhaden are found in schools and are seined, the fishermen getting from one to eight hundred barrels at a haul. When the steamers are full they are headed for Tiverton.

The factory at Tiverton is an immense establishment, the entire premises with the wharves, out buildings, drying platforms and store sheds embracing more than one hundred acres. Four substantial wharves with deep water all around them affords all requisite accommodations for the fleet of steamers and for the vessels that come in frequently to carry away the products. When a steamer arrives with a load of menhaden the fish are quickly elevated out of her hold, by a patent elevator composed of an endless chain of buckets, which will scoop out 2,000 barrels in three or four hours. The fish are discharged on the central wharf on which is located a large receiving building, commonly known as the fish pan, open at the top, divided into compartments and capable of holding 20,000 barrels. In the rear of this structure is the main building devoted to the manufacture of the oil and guano. The fish are carried from the fish pan on endless belts and deposited into large square vats, where they are boiled. From the vats they are then run through two sets of hydraulic presses by which means the oil is extracted. The oil runs from the

presses to large boilers, and after cooling it is conducted by pipes into eight large storage tanks, at a considerable distance in the rear of the main building. From these tanks it is run into barrels which are ranged in rows in vacant spaces on the ample areas of the premises, and is then ready for shipment by vessel. The oil is chiefly used for tanning and for making soap.

The refuse of the fish after the oil is pressed out is dried, in which condition the material looks almost like wood chips. It is then stored away, having previously been mixed with acids to preserve it. Finally it is made, either almost pure or mixed with phosphates or potash, into various grades of fish guano, which are among the best fertilizers ever produced. There is a ready and quick sale for all that can be manufactured.

About two hundred men are constantly employed in the factory and on the fleet, but when business is driving double that number are engaged. The men at the factory are chiefly Portuguese from New Bedford. They live in houses owned by the establishment, and are fed on the premises in a large cook house something after the style of the clam-dinner houses at shore resorts on the bay, but the building is substantial and the appointments are as good as those of a hotel. The workmen receive good wages, and as they live cheaply they can easily save money. The foremen at the factory are mostly Americans, as are also most of the men on the steamers.

Captain Daniel T. Church, the present owner and manager of the business is a very active and enterprising business man, and is particularly successful as a selling agent, so it is eminently proper that he should conduct the business, as his genius lies in that direction. His residence is a large white house on the heights just a little to the south of the Tiverton station.

Captain George L. Church, has been prominent in the political affairs of Tiverton, having been moderator of the town meetings, and senator for one term. He is commander of the steamer Joseph Church, named after his father. He has a large house on the heights near that of his brother Daniel, and it is very conspicuous, with its cupola, from the trains going eastward across the railroad bridge.



**EAST GREENWICH.**—On a steep hillside, facing eastward along the shores of the southwest corner of Greenwich Bay, is the village of East Greenwich the county-seat of Kent County. The New York, Providence & Boston Railroad runs along between the base of the hill and the shore, and the traveler in a passing train has thereby a panoramic view of the entire surroundings. Many of the dwellings here on the slope of the hill are attractive residences, the homes of people doing business in Providence. The town of East Greenwich was incorporated in 1677, and is therefore one of the oldest in the State. Manufacturing was early introduced here. Greenwich Bay is the best fishing ground for scallops on Narragansett Bay; clams and quahaugs are plentiful on its shores, and the oyster is also found in its waters.

**EAST GREENWICH ACADEMY.**—East Greenwich is the seat of a prominent and venerable literary institution, the East Greenwich Academy, which dates from the beginning of the last century. The location can scarcely be excelled in respect to healthfulness and beauty. Visitors to Europe have pronounced the view from the Academy equal to that of the far-famed Bay of Naples. Providence, Fall River, Newport, Warren, Bristol and other places can be plainly seen from the observatory, together with a wide stretch of charming land and water scenery.

The past year has been one of the most successful in the entire history of the school, and the prospect now is that the buildings will be severely taxed next year to accommodate those applying for admission. There are twelve teachers and the several departments are well manned and flourishing. Much attention is paid to music in addition to full literary courses. The late eminent Dr. Eben Tourjee so famous as a musician in this country and in Europe, began here his career as a teacher. Among the prominent alumni are Nelson W. Aldrich, United States Senator from Rhode Island, Bishop W. F. Mallalieu, Dr. W. F. Warren, President of Boston University, Dr. Samuel F. Upham, Professor in Drew Theological Seminary, New Jersey; Chief Justice Matteson, of Rhode Island, and his associate, Justice Tillinghast; Professor Alonzo Williams, of Brown University; Bishop Thomas of Kansas; Dean Peck of Denver University, Colorado, and many others whom space will not permit naming.

Some thirty-three thousand dollars have recently been given towards the endowment. This is the first school in New England to introduce electric lights into students' rooms as well as elsewhere. No other school of its kind offers the seaside advantages to be found here. Unusual privileges are enjoyed in the department of science for the study of marine life and algæ. The Institution is supplied with appliances in this department excelling those found in many colleges. The influence of an institution of such age has naturally been very marked upon the State. Very many of the public school teachers have received their training here. Dr. Blakeslee the Principal has entered upon his sixteenth year as head of the Academy. See page III.

**WICKFORD.**—On the western shore of Narragan-

sett Bay, ten miles south of East Greenwich and twenty from Providence, is located the pleasant village of Wickford, on a small bay of the same name. It is one of the oldest settlements in the State. A small amount of manufacturing is carried on. Wickford is the largest and most important village in the town of North Kingstown, and is the seat of the town government. In the village are two banks, two churches, a town hall, and a goodly number of handsome dwelling houses. Many Providence people and others have summer residences here. From here it is a very pleasant drive of ten miles south, through a beautiful country, to Narragansett Pier. The Wickford Branch Railroad connects with the New York, Providence & Boston line at Wickford Junction, and with Newport by steamer from Wickford. Saunders-town and South Ferry are small places on the coast below Wickford.

**BRISTOL.**—Four miles south from Warren is the town of Bristol, one of the most beautiful places, not only in Rhode Island, but in New England. It lies on the east shore of Narragansett Bay, fronting a capa-

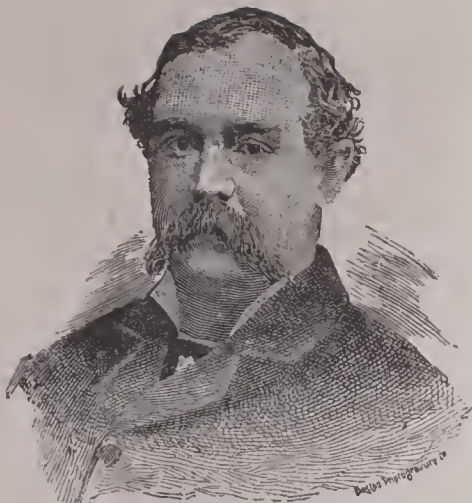


EAST GREENWICH ACADEMY.

cious harbor and extends along the water about a mile, and back up a gentle slope half a mile. The streets are wide, crossing each other at right angles, and are nearly all lined with rows of large elm trees forming in the summer magnificent arcades with leafy arches and majestic colonades. Many fine public buildings and several handsome churches adorn its streets, while mansion houses and modest private residences constitute the bulk of its dwellings. Bristol is the terminus of the Warren and Bristol Division of the Old Colony Railroad and is connected thereby with both Providence and Boston, while direct communication is had by steamer with Providence and Fall River. Two miles eastward from Bristol, Mount Hope rises nearly three hundred feet above the level of the sea, the highest elevation in the State, and a place of historic interest in connection with King Philip, the famous Indian sachem, who was slain near here. The Rhode Island Soldiers' and Sailors' Home is situated in Bristol, overlooking Mount Hope Bay. It was dedicated with appropriate ceremonies May 21, 1891.

**WARREN.**—Warren is a pleasant place of about four thousand inhabitants, situated on the Warren River, an inlet on the east side of Narragansett Bay. It is laid out along the east side of this inlet, which forms a good harbor. The streets are lined with trees, which afford a pleasant shade and add much to the appearance of the place in summer. The chief indus-





CAPTAIN S. B. RHODES,  
OF CONTINENTAL STEAMBOAT CO.

it the most important way station between Providence and Fall River. The earliest settlement of the English on the shores of Narragansett Bay is said to have been at Warren, where a trading-post was established many years before Roger Williams settled Providence. The name "Warren" was given to the town early in its history, in honor of Admiral Sir Peter Warren, who had commanded an English fleet in some important engagements.

**BARRINGTON.**—The territory on the east side of the bay extending from Bullock's Point to Rumstick Point, at the mouth of the Warren River, is the town of Barrington, an extensive tract of country inhabited almost wholly by summer residents and fishermen. The whole section is level in its limits, there are no large villages, and the communities that do exist are composed of residences widely separated from each other. This circumstance, together with the beauty of the country and the general well-to-do looks of the dwellings, makes a succession of pictures of rural contentment unequalled anywhere in the State. The Warren & Bristol Division of the Old Colony Railroad runs through the centre of the town, and affords reasonably good access to the chief localities from the three stations of Drownville, Nayatt, and Barrington. The most important place in Barrington is Nayatt Point, a headland forty or fifty feet above the water, where there are many fine villas, the residences of wealthy people.

**THE BUTTONWOODS.**—About half a mile west of Oakland Beach is a long stretch of sandy shore known usually as the "Buttonwoods," and famous in local annals for generations as a great clam-digging and clam-eating resort. The "Buttonwoods Beach Association," in 1871, purchased a large tract of land at the east end of the beach, erected a large hotel, and platted their land for cottage lots, and since then a large number of tasteful cottages have been erected, forming one of the most beautiful residence resorts on the bay. The fine beach is over a mile in length, and affords facilities for bathing, boating and fishing equal to any other place on the bay. East Greenwich lies

try is the cotton manufacture, carried on by the Cutler Manufacturing Company and the Warren Manufacturing Company, each having large factories. Warren is patronized to some extent as a summer resort on account of its fine harbor and the opportunities for sailing and fishing. Two branches of the now consolidated Old Colony Railroad system make a junction at Warren, constituting



CAPTAIN GEORGE H. KELLEY,  
OF CONTINENTAL STEAMBOAT CO.

in view to the west, and can be reached in thirty minutes by water; Rocky Point lies about the same distance away to the eastward. Buttonwoods is the terminus of the Warwick and Oakland Beach Railroad. No pleasanter surroundings are to be had anywhere on the bay than here, the trim, tasteful cottages with their beautiful grounds, and the fine tree-lined avenues leading to the bay, constituting a most charming neighborhood. The opportunities for sailing and fishing and for the delights of the shore are unexcelled, and the drives in the vicinity, along shore, or back into the country, lead through many beautiful and interesting places.

**ROCKY POINT.**—Probably the oldest resort on the bay, with a continuous history as such, is Rocky Point. It is located on the west shore, about twelve miles below Providence, on the northeast shoulder of Warwick Neck. The Point is noted for the great diversity of its natural beauties, its broken surface, combining hill and dale, rocks and glens, bold, rocky bluffs high enough above the water to give a commanding view of the bay and shore for miles around, and the grounds are pleasantly shaded by a handsome grove of native growth. A large pavilion and dining-hall directly on the shore near the steamboat landing, are devoted to the business of catering to the multitude in the matter of shore dinners. The place is about an hour's sail from Providence.

The regular daily season for parties will commence July 3d and continue day and evening until September. The grounds, building and places of amusement will be lighted by electricity evenings, giving a beautiful effect to all the picturesque scenery. The new Queen Anne Social Pavilion will be used evenings for dancing and the other hall will be used for private parties.

The dining pavilion has been doubled in size, and is now capable of seating 2653 at one sitting and with the annex can easily furnish dinners to 15,000 people in one day.

The Russian Toboggan, or Railway of the Alps is something entirely new. Coliseum entertainments are given every afternoon and evening. An orchestra of thirty pieces, have been



CAPTAIN A. M. CLARK,  
OF CONTINENTAL STEAMBOAT CO.

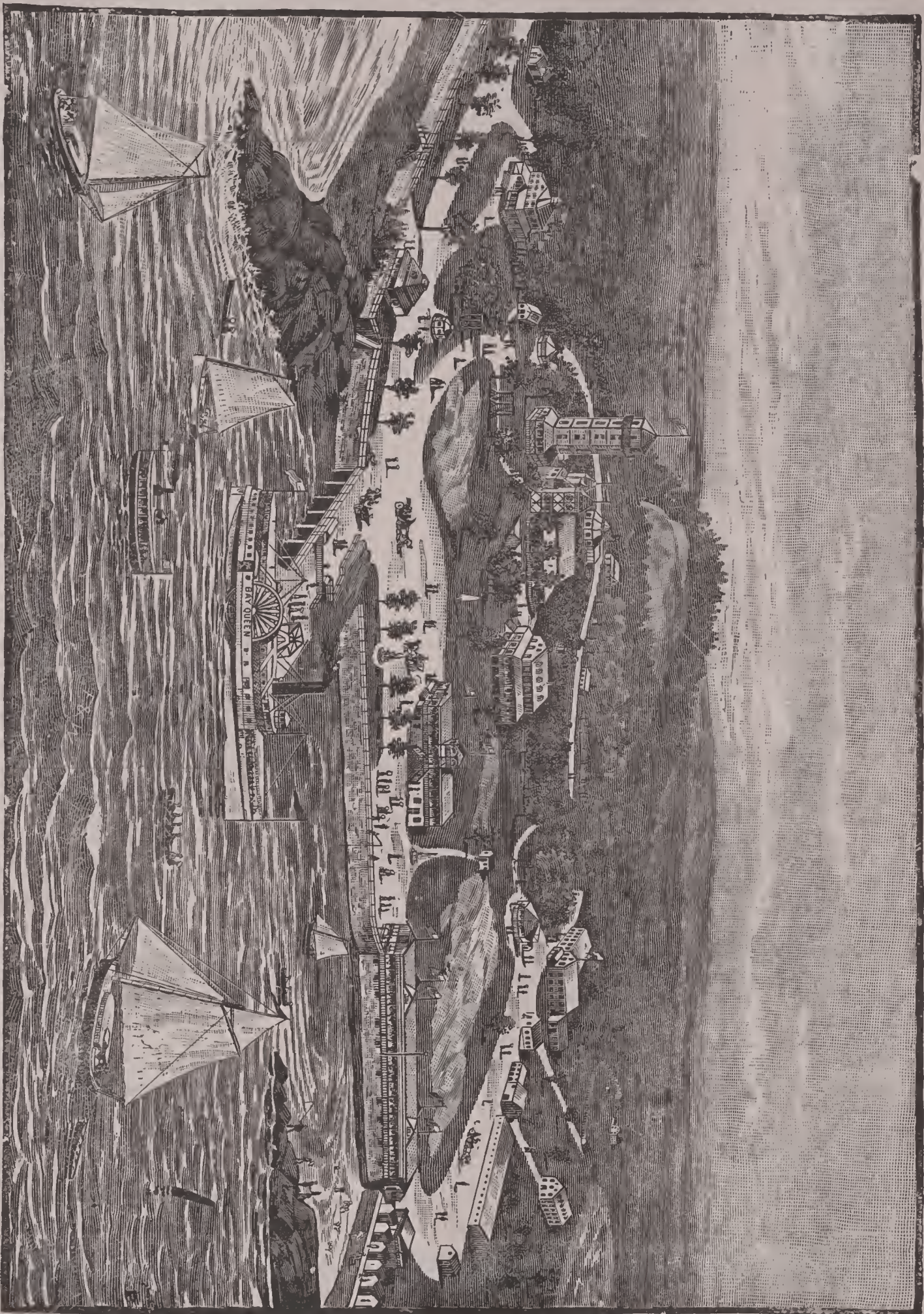
engaged for the season. The clambakes are served in the new Queen Anne Dining Hall, overlooking the Bay for twenty miles. No pains or expense will be spared to make the shore dinners at Rocky Point this season the best on the Bay in every particular.

Rocky Point is owned by the Continental Steamboat Company, whose boats have for many years carried the



CAPTAIN J. P. TAYLOR,  
SUPT. CONTINENTAL STEAMBOAT CO.





Rocky Point.



great multitudes of excursionists that have thronged the famous resorts on Narragansett Bay.

The fleet of the Continental line will include this season the "Day Star," "Bay Queen," "City of Newport," "Whatcheer," "Minneola," "Pomham" and "Squantum." The steamers "Pomham" and "Squantum" are new steel steamers, named after two well-known clubs who have club-houses and grounds on the bay.

The time-table has been carefully arranged for the comfort and convenience of the public. The steamers will leave Providence hourly for Field's Point, Silver Spring, Riverside, and every 30 minutes for Crescent Park; hourly for Rocky Point; also every 30 minutes to Field's Point, Silver Spring (from 11.30. a.m. to 1.30 p.m.) during the dinner hours. There will always be a boat waiting at the Providence wharf for the excursionist to step onto and be comfortably seated before the boat leaves.

A new feature this summer will be the evening boats (Sundays included) to Crescent Park and Rocky Point.

**OAKLAND BEACH.**—One of the most noted and popular of the prominent shore resorts of Narragansett Bay is Oakland Beach, located between one and two miles west from Rocky Point on the southern extremity of the peninsula of Horse Neck, fronting on Greenwich Bay. The grounds are extensive, there are fine bathing facilities, and the place has an excellent reputation for its shore dinners. The large dining hall at the beach is very spacious, and cool, with seating capacity for 1,200 persons, which can be readily extended to accommodate 5,000, and gives ample scope to cater comfortably for the largest parties that can congregate there. The Rhode Island Militia will hold the annual encampment here from August 18 to 22 of the present year. The place is now under the management of Mr. Charles T. Maxfield, whose reputation as a purveyor for shore dinners is excellent. He received his training under his father, Hiram Maxfield, who was one of the most successful shore caterers on the bay, and in his prime made Silver Spring an extremely popular resort.

**OAKLAND BEACH HOTEL.**—The largest summer hostelry on the west coast of Narragansett Bay is the Oakland Beach Hotel. The house is admirably situated as it overlooks the entire length of the west passage, affording a view of the whole of Conanicut Island, with the beautiful shores of the mainland opposite. Far to the south along this coast the highlands back of Narragansett Pier are visible, while in the West Passage itself Dutch Island Harbor can be recognized by the continual presence of vessels. In front of the hotel lies Greenwich Bay, with the charming tree-covered peninsula of Pottowomut Neck on the opposite side,

the picturesque slopes of East Greenwich to the southwest, and near at hand, eastward, Warwick Neck with its villas and pleasing landscape.

The hotel itself is a large four-story structure with an annex of the same height, which alone is as large as an ordinary summer hotel. Along the entire seaward front and on one side of the main building a wide piazza extends. Both buildings face the water and from every part of the front the beautiful scenery just alluded to is visible. In front of the house is a wide lawn about 150 feet deep, which slopes gently to the edge of a low bank at the base of which is a fine, sandy beach. Here are a row of bathing houses belonging to the hotel and a flight of steps leads down the bluff to them.

The present season the Oakland Beach Hotel is under the management of Mr. W. J. Bradford and Mr. A. W. Sawin, who for some years have been connected with the most prominent hotels in New York and Boston, and such winter resorts as the Everett House, Jacksonville, Fla., Kimball House, Atlanta, Ga. The cuisine will be of superior excellence, and the best

the market affords. The table will be supplied with pure milk and fresh vegetables from a farm belonging to the hotel. By careful attention to every detail which will contribute to the comfort of their patrons, the management intend to establish for this hotel a reputation excelled by none. The house is lighted by gas and supplied with pure spring water. The sanitary arrangements are perfect and are not excelled by any hotel on the coast. Bath rooms, bar-



THE OAKLAND BEACH HOTEL.

ber shop, steam laundry, telephone and telegraph office in the hotel. The excellent location, pure spring water, and perfect drainage insure the entire absence of malaria. The railroad communication is excellent, as the trains of the Warwick and Oakland Beach Railroad stop at the station about two minutes walk from the house, and on this account the mail facilities are first-class.

On account of the situation, marine sports of all kinds can be enjoyed to great advantage, as Greenwich Bay is one of the safest and at the same time most commodious bodies of water on Narragansett. Consequently for boating and sailing the bay is unequaled. It is an excellent fishing ground, and those who desire to make the most of the pleasures and benefits of salt water bathing will find an especial advantage in the mild and even temperature which the water of this bay maintains throughout the summer, in marked contrast to the icy coldness of more exposed sections. The beach is sandy and free from stones. Two very fine tennis courts have been laid out, one of turf, the other of clay. The facilities for enjoying this popular sport will not be excelled by any hotel in New England.





OAKLAND BEACH.





COLONEL S. S. ATWELL.  
OF FIELDS POINT.

View and Bay Side. Other interesting places on the Warwick shore are: Warwick Neck, an elevated ridge, enclosing Greenwich Bay, and occupied by many fine summer residences; Apponaug, a little village at the head of Greenwich Bay, where the town house of Warwick is located; Rocky Point, Oakland Beach and the Buttonwoods, all mentioned in these pages.

#### EAST PROVIDENCE.

Across the Seekonk River from Providence is the town of East Providence, which extends along the east shore of the bay to Bullock's Point, six miles from the city. The compact place formerly called Watchemoket, but now distinctively known as East Providence is an integral part of Providence, with which it is connected by the Washington and Red bridges. It is an important residence suburb of the city, has largely increased in size and population since the completion of the new Washington Bridge and the establishing of the horse-car line in 1883, and is the largest place in the town. The majority of the popular resorts on the bay are on the shores of East Providence. From Providence harbor the whole shore is a succession of high bluffs, alternating with coves, headlands and rocky islands, with sandy beaches at the foot of the bluffs, and throughout the whole extent is occupied by summer cottages, boarding-houses, and hotels, perched in advantageous situations. The Providence, Warren and Bristol Railroad skirts the shore until some distance beyond Silver Spring, and has a station there and at Riverside. The resorts on this shore are Squantum (club), Vue de L'Eau (club), Silver Spring, Pomham (club), Riverside, Pleasant Bluff, Camp White, Bullock's Point,

**THE WARWICK SHORE.**—The Warwick & Oakland Beach Railroad, built 1874, running from half a mile to a mile from the shore from below Pawtuxet to Warwick Neck, and terminating at Buttonwood Beach, helped open up this region, and summer homes are scattered along shore for miles. The principal localities in this region are River Dale formerly well-known as Mark Rock, Shawomet Beach, River

and Crescent Park. Riverside is the most important place on this shore.

**SQUANTUM.**—On the East Providence shore at the entrance to Providence Harbor is a rocky promontory surmounted by a number of commodious, picturesque buildings, and with a small wharf for a landing. This is the property of the Squantum Club, an association of Rhode Island gentlemen who monopolize the seclusion this spot affords for the especial purpose of enjoying a regular weekly clam bake every Wednesday afternoon during the shore season. Stock-holders and invited guests from abroad are alone entitled to the privileges and immunities of the club. The ladies of the proprietors and their guests are invited to monthly entertainments. The "Squantum" is the first shore club originated in this section, if not the first in the country, and has always maintained a select membership and a very high reputation. These grounds are accessible by steamer, railroad, and by carriage.

**SILVER SPRING.**—By this euphonious title was the next place on the eastern shore christened by

Hiram Maxfield when he first set up there as a shore caterer, in 1869, and gave it a popularity as a first-class shore resort which it has ever since sustained, and under the excellent management of the present proprietors, Copeland & Hudson, has been greatly improved in many respects. The spacious and conspicuous dining-hall standing on the bold rocky shore with the neat white adjoining build-



POMHAM CLUB HOUSE, POMHAM BLUFF, RIVERSIDE.

ings, indicate the character and cleanliness of this establishment inside and out. The table service here is first-class, the utmost care and attention is bestowed upon patrons, and the service approaches very near the modern hotel style. For quiet family parties who desire more privacy than can be obtained at some of the other popular resorts, Silver Spring is particularly well adapted, and receives a great deal of this class of patronage. Many of the quieter class of excursion parties also make this their objective point, on account of its excellent character and beautiful situation and surroundings. The shores rise here in high bluffs and cliffs, the dining-hall being



CAPTAIN G. W. CONLEY,  
OF STEAMER G. W. DANIELSON.



seated directly on a rock which presents a precipitous face to the water. Back from the shore the diversified scenery presents hill and vale, rocks and trees in great variety, artistic cottages with their pleasant piazzas are perched on the cliffs and scattered among the trees, the whole presenting many attractions few shore places can equal. The Warren & Bristol division of the Old Colony Railroad runs along shore between the overhanging bluffs and Silver Spring, and has a station here which accommodates the neighborhood. The Shore steamers all stop at Silver Spring.

**POMHAM CLUB HOUSE.**—Off the east shore, a short distance below Silver Spring, are Pomham Rocks, named after an Indian chief who was killed in 1676. Opposite them rises a high bluff, the highest point of land on the east side of the river, with the exception of Fox Hill overlooking Providence Harbor. On this eminence now stands the picturesque red-roofed Queen Anne building of the Pomham Club, which was built in 1887 and opened June 7th of that year.

**RIVERSIDE.**—Just beyond the Pomham Club House the bluff along shore is crowned with summer residences extending from the steamboat landing for

shores, and there is an excellent bathing beach. Until this season the geographical name of the peninsula has been applied to the resort, but now the place has been renamed Crescent Park. This latter name was originally applied to a resort started in 1886 in the rear of Bullock's Point, and about three minutes' walk from the landing over the head of the peninsula, but George B. Boyden the proprietor of this place coming into possession of Bullock's Point has given to the whole locality the name Crescent Park. A commodious hotel is situated on the high ground overlooking the landing. It was rebuilt and renovated in 1890 and is a well appointed house. At the original Crescent Park are the buildings where clam dinners are served, which are probably as commodious as any on the bay, and here there is a dance hall and other means of amusement. Along the shore near the hotel are many attractions, including a fine dance hall, an elevated railroad, swings, hobby horse, etc. At the foot of the bluff along the beach are two long rows of bathing houses, the number having been more than doubled this season. Reeves' American Band will give daily concerts during the season, each of the dance halls is provided with a good orchestra, and a summer theatre will be run at the Park. There is a railroad



THE DOCKS AT PROVIDENCE.

half a mile or more, forming the largest summer residence resort near Providence. This is Riverside, formerly known as Cedar Grove. This place was fitted up for a public resort about 1867, when a long wharf was built out to deep water as a landing for excursion steamers, and a large hotel was built, which was afterwards removed bodily to Nantucket. Tents and cheap tasteful cottages then lined the shores, but of late years these have been replaced with a substantial class of houses, and at present several hundred families make this their permanent residence. Riverside is now a rapidly growing and thriving community with churches, schools, libraries, and other permanent facilities. The Warren & Bristol division of the Old Colony Railroad has a station here, and there is a commodious double landing for the river steamers.

**BULLOCK'S POINT AND CRESCENT PARK.**—About two miles south of Riverside Landing, on the east shore, is Bullock's Point a fine airy tree-covered peninsula. A long narrow wharf lead out into the bay from the high bluffs of the peninsula about half or three-quarters of a mile from the extremity of the point, and on shore here is the most popular local resort on Narragansett Bay. This resort has been increasing in popularity for a number of years, because of its natural advantages, as on the grounds is a large and beautiful grove of pine trees, the elevation of the bluff afford charming views of the bay and the opposite

connection with Crescent Park by means of a ferry, across the cove at the rear of the peninsula.

Along the shore between Bullock's Point and Riverside, singly and in groups, are a large number of summer cottages and boarding-houses. The principal groups are "Camp White," "Cherry Grove," "Sabin's Point" and "Pleasant Bluff". At the latter place there is a steamboat landing and in the neighborhood several shore hotels.

**PAWTUXET.**—On the west side of the bay opposite Riverside and Bullock's Point is the ancient, quaint, bay-side village of Pawtuxet, located at the mouth of the Pawtuxet River, about four miles south of the city. It is one of the oldest places in the State, having been settled four years after Providence. The mouth of the river forms a small harbor, separated from the bay by the peninsula of Pawtuxet Neck, which shoreward is now nearly all occupied by elegant summer residences erected within the last few years. Seen from the bay or opposite shores, Pawtuxet presents one of the most attractive and picturesque features of the entire western shore. The celebrated Gaspee Point lies a short distance south, where, on the night of June 10, 1772, the British armed schooner cruiser *Gaspee* was captured and burned by a party of disguised Providence and Bristol men, who rowed to her in boats with muffled oars as she lay hard aground on the point. With the great



## THE NEW ENGLAND COAST.

improvement in traveling facilities that will be afforded by the application of electricity to the movement of the street cars this village and the intermediate region between it and Providence will be rendered much more accessible and will doubtless attract many summer residents.

**FIELDS POINT.**—The nearest shore resort to Providence is Field's Point, two miles below the city, situated on a sandy tongue of land extending into the water from the high bluffs on the western shore, which forms a natural breakwater for Providence Harbor.

The Point is one of the oldest resorts on the bay, and from its nearness to the city has always been a very popular place for shore dinners. It is within the territorial limits of the city. The proprietor, Colonel S. S. Atwell, has established a wide reputation for the dinners which are daily served at the Point. The resort is now open for the season. Dinners are served from 12 o'clock daily with a special bake at 5 o'clock. The dining halls and all the other buildings have been put in perfect order, and the Colonel will maintain during the season the enviable reputation for shore dinners which Fields Point has always sustained.



PROVIDENCE, FROM PROSPECT TERRACE, CONGDON STREET.

## PROVIDENCE.

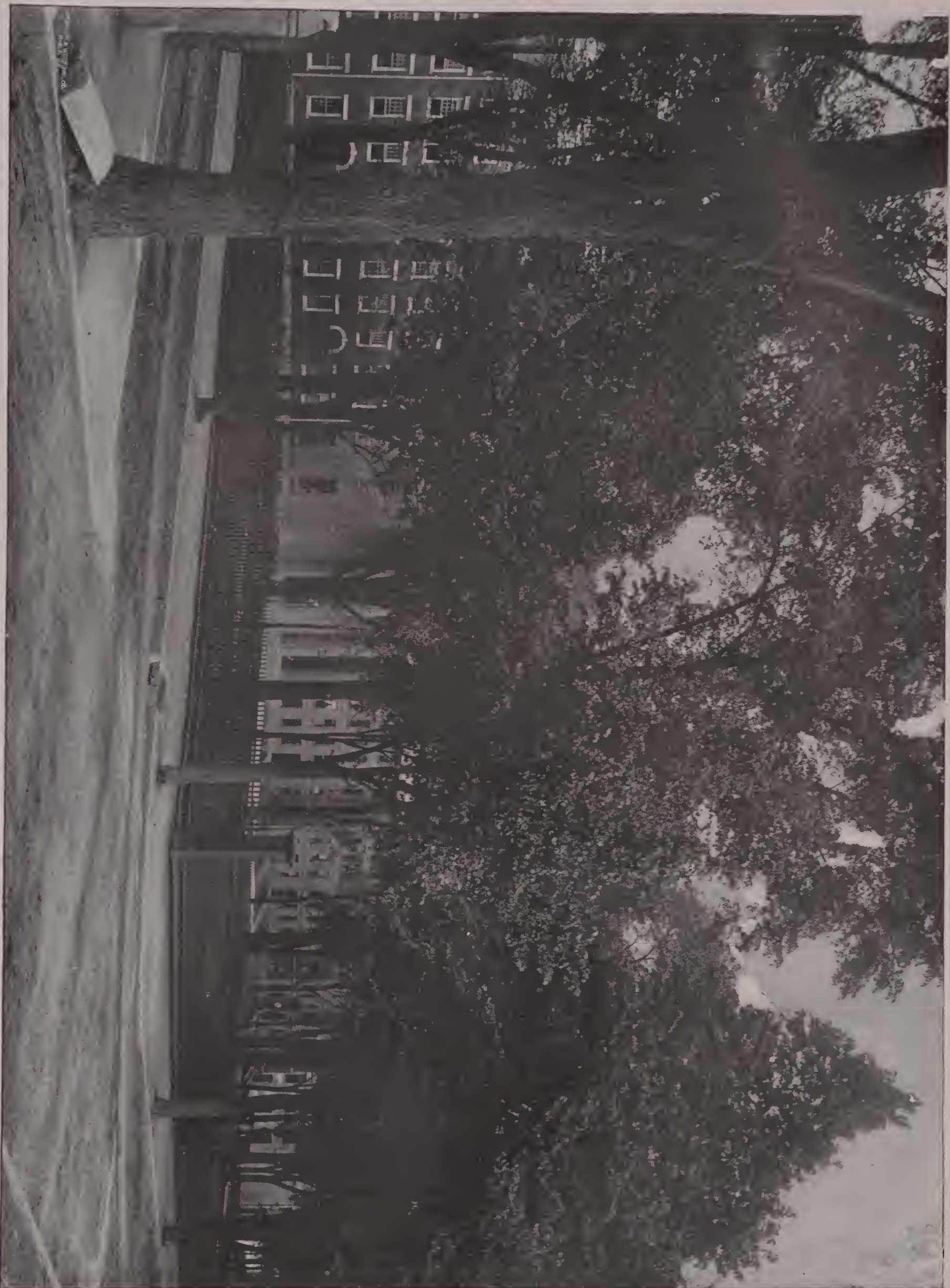
THE city of Providence is not simply the chief place in Rhode Island, but is the centre of a great manufacturing district extending much beyond the boundaries of the State into the contiguous portions of Massachusetts and Connecticut. To its excellent location, at the head of tide-water, and practically at the mouths of four mill-streams, one of which—the Blackstone—is only surpassed by the Merrimac as a manufacturing motive power, Providence owes its importance and growth. Its chief industries are the textile manufactures, of which it is the depot of supply and the counting room, while the factories are located along the rivers, near the city, all through the state and in the adjacent territory. But here are also many other industries of all kinds and descriptions, so that in this practical respect the city is not a place of one idea.

Providence's growth and expansion in wealth and population in recent years has been constant. Since the close of the Rebellion it has more than doubled in population, and at present is quite different from the city of that time. Then it seemed a large town with

rather provincial characteristics; now it is really a modern city with much of a cosmopolitan appearance. This progress has been accompanied by the development of its manufactures in all lines, by the formation of a magnificent school system, by the establishment of libraries, the laying out of parks, increased opportunities in all directions for literary and artistic culture, and with ever increasing advantages for intellectual, moral, and material advancement. Located at the head of navigation on the northwestern arm of Narragansett Bay, the city is built in the valleys of the Moshassuck and Woonasquatucket rivers, and on the adjacent hills to the north, east and west, which rise from the confluence of these rivers with the arm of the bay known as the Providence River.

**Settlement of Providence.**—The first chapter of the history of Providence is very romantic. In the year 1636, while as yet the English colonists in New England were few in number and nearly all divided among a few scattered settlements on the shores of Massachusetts Bay, a small company of Englishmen





THE FRONT CAMPUS — PROSPECT STREET — BROWN UNIVERSITY.



set forth from a settlement that had but recently formed on the east bank of the Seekonk River, to seek a permanent place of abode outside the limits of the colony of Massachusetts. The leader of these pioneers was Roger Williams, a young clergyman. Here he was soon joined by other settlers; but being warned by his friend Governor Winslow that they were within the jurisdiction of Plymouth Colony, Williams and his companions set forth in June, 1636, to find a new and permanent place for their settlement. Embarking in a canoe they paddled down the Seekonk, landing first on the west bank, at "Slate Rock," near the foot of the present William Street, where, according to tradition, they were saluted by an Indian with the words, "What Cheer, Netop?" Re-embarking they passed around the two headlands, subsequently known as India and Fox Points, and proceeded up the Providence and Moshassuck rivers to a point a little north of the present location of St. John's Church. Finding a spring of pure water they decided to begin their settlement at this spot, and Roger Williams considering that "God's Providence" had directed them in their search, named the new settlement *Providence*.

**Civic History.**—In 1649 Providence was incorporated as a town; in 1832 it became a city, and had then a population of about eighteen thousand. The population in 1885 was 118,070. The city is divided into ten wards and the principal local divisions are the East Side, the North End, Smith's Hill, Mount Pleasant, Elmwood, South Providence, Olneyville, and the West Side. The growth of the city has been mainly owing to the development of the cotton industry, which was introduced by Samuel Slater in 1790 at Pawtucket, but Providence being the natural centre of operations became the depot of supplies, and many auxiliary industries grew up within her borders, such as the making of machinery, engines, and mill supplies. Coincident with the development of the manufacture, the woolen industry grew and flourished, and at present amounts to about one-third of the former in capital invested and extent of business. The manufacture of jewelry is also an important local industry.

**Points of View.**—Extensive views of Providence can be obtained from many points on the eastern hillsides, the most available and by far the best outlook being Prospect Terrace, an elevated and airy esplanade on Congdon Street. From the summit of the ridge at the head of Camp Street, to the northeast, fine views of the city and its environs to the east and north can be had. Other excellent points of observation are: Mount Pleasant, northwest of Olneyville, the highest land in that section where an excellent general view of the city and far down the harbor and bay may be obtained, and from Mount Neutaconkanut, near the southwest city line, in Johnston, which, though one of the least known and visited, is really one of the finest points from which to overlook the entire city and its surroundings, and secure splendid views, especially at a fair sunset hour. This elevation is 296 feet above the sea level at its highest point. All of these "outlooks" can be readily reached by the horse-cars; Camp Street summit and Mount Pleasant by the routes so named, and Mount Neutaconkanut by the Plainfield Street route. From Tockwotton Park overlooking the harbor, a fine view down the bay can be obtained. An easily accessible place from which the business portion of the city can be viewed, is the top of the tower of the City Hall. This is open to the public, and visitors are expected to register their names. The interior of the dome contains the batteries and

apparatus for the city's fire alarm system, all of which are open to public inspection.

**Public Parks and Squares.**—While Providence has a number of small enclosures in various portions of the city of a park-like character, Roger Williams Park has been for years the only public ground deserving the name. In the business section are a few squares and open spaces of moderate area, and several grass-grown and tree-covered places, such as Abbott Park, Franklin Square, Washington Square, and Prospect Terrace. Dexter Training Ground, between Cranston and High streets, in the western part of the city, is an open lot bequeathed to the city in 1824, by Ebenezer Knight Dexter, to be used as a training-field by the militia, but is now rarely used for that purpose; it is a grass-grown area of a little more than nine acres, lined on the margins with trees and encircled with broad streets bordered by pleasant residences. Blackstone Park, on the east side of the city, a wooded ravine of much natural beauty, extending from Butler Avenue to the Seekonk River, is about four acres in extent, but no attempts have been made to improve it. Tockwotton Park is a small area overlooking the harbor. Hayward Park, formerly the Proprietor's Burial Ground, was put to its present use in 1889; in the centre is a beautiful fountain the gift of ex-Mayor William S. Hayward, in whose honor the park was named.

The purchase of the Thomas Davis estate, between Valley Street and Chalkstone Avenue, in the Tenth Ward, for a public park, was consummated May, 1891, the price paid being \$75,000. This is one of the most beautiful tracts of land in the city, and, on account of its proximity to Mount Pleasant and Smith's Hill, will be of great benefit to both those sections. The grounds are in excellent condition, so that very little work will be necessary to put the park in proper condition for public use.

**Roger Williams Park** is the people's popular place for public recreation. It is located on the southern border of the city adjoining Cranston, and is much the largest public park in the city, containing about one hundred and ten acres of land and water. This land was originally given by the great Indian sachems, Canonicus and Miantonomi, to Roger Williams in token of their good will and esteem. It was bequeathed to the city by Betsey Williams (a direct descendant and heir of her great ancestor, Roger, in the sixth generation) for a public park, and was accepted by the city in November, 1872, on the condition that it should contain a statue of Roger Williams, and be called the "Roger Williams Park." A fine bronze statue of Roger Williams, standing on a granite base, designed and executed by Franklin Simmons, sculptor, of Rome, was dedicated here October 16, 1877. The grounds of the Park are artistically laid out with beautifully diversified tree-lined walks and drives, smooth green lawns and slopes, and shady groves. A series of ponds or small lakes, covering fourteen or fifteen acres, extend from the western entrance for about half the distance through the park.

**Seekonk River Park.**—The Cable Tramway Company threw open in June 1890 to public use as a park, a number of acres overlooking the Seekonk River, in the neighborhood of the Red Bridge, and near the power station of the road. This land is about fifty acres in area and extends along the river for a considerable distance, the banks being high and covered with groves of trees while paths lead along by the waterside and on the brink of the elevation, the whole already forming a very pleasant and picturesque natural park. The





THE CITY HALL AND THE HOTEL DORRANCE.

railroad company have fitted up a house for public use, and boats can be hired near by. There is a project on foot to form a riverside park out of the territory extending from the Red Bridge to Blackstone Park, and the region is certainly excellently adapted for the purpose.

**The Pawtuxet River.**—Within the past few years the stretch of the Pawtuxet River from the village of Pawtuxet for several miles up stream, even to the Pettaconsett Pumping Station, and beyond to Pontiac, has become a favorite place for rowing and picnic parties by the young people of Providence, on moonlight evenings, summer afternoons and holidays. Along the river are numerous spots where parties can enjoy a picnic, and many persons have already discovered these “woodland dells and mossy banks,” and have availed themselves of their good fortune in recent seasons. The river is reached by the Pawtuxet line of horse-cars, and boats can be readily obtained at the boat-houses near the village.

The city's water supply is pumped from the river at Pettaconsett, three miles above Pawtuxet.

**The Railroads.**—Providence is an important railroad centre. Six distinct lines enter the city, and all but one are directly connected elsewhere at important points with the railroad system of the country, while they have connecting branches diverging from the main lines, thereby reaching nearly every village and hamlet in the State. The entire trackage in the State is about two hundred and sixty-eight miles.

For years the railroad terminal facilities in the city have been inadequate, and various futile attempts have been made through the city government to have them improved. A commission of three expert engineers, appointed by the late Mayor Robbins reported a plan April 13, 1888, which was adopted December, 1888.

This plan did not fully meet the approval of the railroads. On July 12, 1889, the Old Colony, the

New York, Providence and Boston, and the Providence and Springfield corporations in a communication to the City Council proposed another plan, which was adopted a few months later. The new plan in many respects is similar to the one adopted by the city, the chief difference being that the passenger station is to be located near the centre of the cove instead of on the north side. The various railroads are already engaged in improving their approaches to the city. Meanwhile the city government is having the cove basin filled in and retaining walls for the two rivers, the Woonasquatucket and Moshassuck, built.

Other notable features of the now accepted road plans are: The abolition of all grade crossings in the city and vicinity; the construction of a double-decked bridge for railway and highway over the Providence River at Fox Point, the right of way for which has already been granted to the New York, Providence and Boston Railroad; a new bridge over the Seekonk at India Point in place of the present drawbridge; an elevated viaduct for the trains of the Warren and Bristol division from Fox Point, through Market Square, to a connection with the other roads at the Union Station.—and the right to build this has already been secured by the Old Colony Corporation. A belt line of two separate circuits which intersect each other will be formed by means of these new bridges and connections. The larger circuit will be: From the Union Station to Pawtucket, thence to Valley Falls, back to East Providence, across to Fox Point, and over the elevated viaduct to the Union Station. The smaller circuit will extend through Olneyville, Roger Williams Park, Harbor Junction, across the Providence River at Fox Point, and then along the elevated tracks to the station. By means of these two lines, street tracks in the city, which have long been a great nuisance, will be rendered unnecessary, as all the roads will be enabled readily to reach tide-water, and the transfer of freight will be greatly facilitated.





THE FRIENDS' SCHOOL, PROVIDENCE.

A number of other public improvements are under way, the most important of which are: the filling of the Cove basin, the improved sewerage system, and the widening of Greenwich Street from Trinity Square to Roger Williams Park, in accordance with plans prepared by D. M. Thompson, Civil Engineer. With all these improvements realized, a great and prosperous future undoubtedly lies before Providence; it will become even more desirable as a place of residence than at present, and as a business centre will have unimpaired advantages.

**THE FRIENDS' SCHOOL**, an institution for both sexes, is upon an eminence in the city of Providence, 182 feet above tide water. Most of the State of Rhode Island and a large district of Massachusetts are in view from its cupola, while the beautiful shores of Narragansett Bay complete the picture. Moses Brown, of Providence, founded it in 1784. An endowment of \$100,000 came to the school in 1822, from Obadiah Brown, son of Moses, which money was produced at the Slater Mill and was the largest bequest to any school in the country at that date. The Yearly Meeting of Friends for New England has the care of it. A thorough, practical education for business life and the most approved preparation for college are furnished. Many universities and colleges receive students from it on certificates, without examination.

The school has a large number of experienced teachers, and as far as practicable, they are specialists, limited to their several departments. The fine arts receive special attention. Excellent instruction is given in music. Wood-carving has recently been added. It has an astronomical observatory, valuable apparatus for chemical and physical work, and a rich mineral cabinet. The library contains about six thousand well selected volumes. A very home-like and

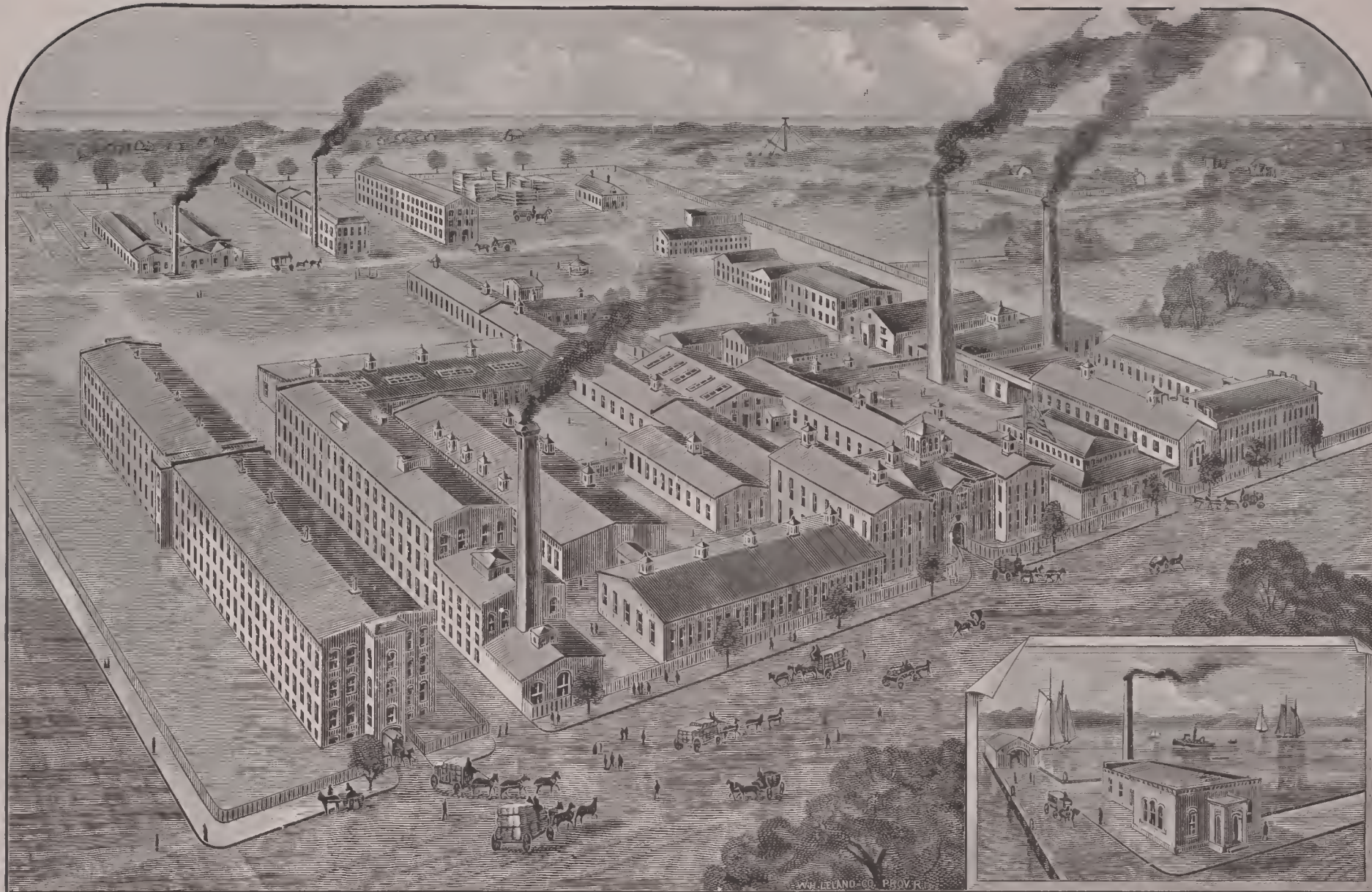
agreeable appearance has recently been given to the rooms by the use of large numbers of beautiful pictures and busts. It is lighted with the Edison incandescent electric lights.

The educational force of an institution of this character is not limited to school hours; it is constant. The great benefits of co-education are everywhere discernable. For particulars, address Friends' School, Providence, R. I.

**NATIONAL INDIA RUBBER COMPANY.**—The plant of the National India Rubber Company, at Bristol, was started twenty-seven years ago, by the National Rubber Company, to the business of which the present corporation is the successor. The National India Rubber Company succeeded to the business of the National Rubber Company. This latter company succeeded the old Providence Rubber Company, and may with truth be said to have been the pioneer in the art of rubber manufacture.

The making of boots and shoes, by the National India Rubber Company, is a very important branch of the industry. These are made in three grades—the first quality, called the “National,” being stamped with the brand and name of the company, and maintained at the highest standard possible. The other two qualities, “Empire” and “Imperial,” are also made with care, and are equal to any “grade” goods manufactured. This Company largely cover the field in the variety of its rubber product. The excellence of the Tennis Shoes made by the Company have attained for them a very extensive sale. Rubber clothing for men, is also extensively made. The Macintoshes being admirable in quality and pattern. There are also made full lines of rubber belting, packing and hose, for gardens; larger hose for fire purposes, breweries and manufacturing uses. The infinite variety





THE NATIONAL INDIA RUBBER COMPANY'S WORKS, BRISTOL, R. I.

of goods known to the trade as druggists' sundries, sold by the stores and used for hospital purposes, is manufactured by the Company, also rubber door mats, foot balls and miscellaneous goods generally, and only the best grade of goods is produced at the works. There has also been added the manufacture of insulated wire for electrical purposes.

The plant at Bristol, which consists of twenty-seven buildings, covers an area of eighteen acres, and is the largest and best equipped plant in the country for the manufacture of rubber goods. Twenty-four thousand pairs of boots and shoes alone have been turned out at the works each working day, in addition to the large product in other goods. The directors of the Company are Frederick M. Shepard and Charles Loewenthal, New York, John McAuslan and Joshua Wilbour, Providence, and Samuel P. Colt, Bristol. The officers of the Company are Samuel P. Colt, president and treasurer; John C. Balderston, vice-president; Charles A. Emerson, secretary. Isaac F. Williams is superintendent of the works at Bristol. The company is capitalized at \$500,000, and has a surplus of \$483,068 in addition to its capital.

**RANKIN & BRUCE.**—No more popular amusement exists than bicycle riding. But it is more than an amusement, for the wheels are more and more coming into use for practical and business purposes, as well as for recreation. The prediction has been made that in the near future the large majority of the community will be going awheel. That this result is coming, in a measure, is evidenced by the healthy increase of the business of the dealers in bicycles. A firm

that has had a phenomenal growth in Providence is Rankin & Bruce. Beginning March 25, 1800, in a small room on the first floor of the Vaughan building, 23 Custom House Street, the business increased so rapidly that in March, 1891, half of the entire floor was engaged, three times more space than was needed at first. The styles of bicycles carried by this firm are from the leading, largest and oldest bicycle manufacturers in the world. The principal cycles handled by the firm are the celebrated Swift Safeties, the Psycho, the American Rambler, the Eclipse, the Refer Diamond, and the Gale Diamond. The Swift was the first steel bicycle ever manufactured, and is made by the Coventry Machinist Company, (Ld.) of Coventry, England, the first concern to manufacture bicycles in the world. The Psycho is also made in Coventry, by the Starley Brothers. James Starley invented the bicycle, for many years was employed by the Coventry Company, and was the original designer of the Swift. All the other machines in stock are American, and are made by the Gormully & Jeffery Manufacturing Company. Each of these bicycles is first-class, perfect in workmanship, worthy of being thoroughly recommended, and, considering their excellence, very reasonable in price.

In addition to the business in the Vaughan building Rankin & Bruce have a well equipped bicycle repair shop, with a competent and skilled machinist in charge, at 36 Potter Street. Here the firm also manufacture the famous Rankin Patented Toe Clip. At the sales-room a full line of bicycle supplies are constantly on hand, and the firm also deals in bicyclist's garments,



photographic outfits, and the famous Edison Mimeograph for autographic and typewriting re-duplicating. This latter contrivance should be in every office and lodge in Rhode Island for it has great powers in saving printers' bills.



THE BURNSIDE STATUE, PROVIDENCE.

**DRILLED WELLS.**—There are a few occupations that have in themselves an element of romance because they deal with some of the unknown or mysterious forces of nature. Among these may be mentioned the various electrical trades, sub-marine driving and the drilling of artesian wells. The last named has many features that appeal to most people's innate love of the wonderful. The very idea that by the art of man the earth itself can be tapped for hundreds and even thousands of feet and its utmost secrets revealed is an extremely fascinating thought. The chief object in drilling a deep hole in the ground is to obtain a supply of pure water, but the same method is now used in prospecting for minerals, for oil, or for natural gas.

The importance of a full supply of pure water can hardly be over estimated, but yet the ordinary means of securing such a supply by water works or dug wells results very unsatisfactorily, as both streams and ordinary wells collect and retain the surface drainage, sewerage and other impurities. A few of the advantages of tapping nature's supply in the bowels of the earth may be enumerated, as follows: 1.—You get pure water, and get it cheaper than in any other way. 2.—The well is small and affords no room for stagnant water. 3.—A stream having been struck, which *flows continually through the well*, it never needs cleansing. 4.—The surface water, or any particular stream that is undesirable may be cased off. 5.—It is more reliable in dry weather, as it does not depend upon a seep, or wet weather stream. 6.—It may be put close to buildings where, on account of blasting, a dug well would be out of the question. 7.—It is put down in about one-twentieth of the time required to dig a well. 8.—Being straight and narrow, the pump will be held straight and firm, and will therefore work better than in an open well.

Wells are usually drilled from three to ten inches in diameter, and vary in depth from fifty to one thousand feet or more. The upper portion, until the bed rock

is reached, is sometimes lined with common fire clay tiles set in cement; in other cases a heavy wrought iron pipe is used as a casing, the drill being operated inside of it. Within the past dozen years great improvements have been made in machinery for drilling wells, so that at present by means of the diamond drill and other appliances much time and labor can be saved as compared with past methods, while the results are much more certain.

The first man in Rhode Island to drill a well by steam power was Delbert L. Barker, who had learned the business in a thoroughly practical manner in the Pennsylvania oil regions, and elsewhere in the West. He started in business here eleven years ago with one set of appliances, and such has been his success that at present he has in active operation, constantly, seven complete steam outfits. Mr. Barker has driven wells in all sections of New England, but his field has been chiefly in Rhode Island and Massachusetts. His reputation for practical skill and for a knowledge of geological matters bearing on the business is so well established that he is frequently called on for his opinion as an expert, both in New England and in the Middle States. Mr. Barker has frequently taken risks that very few contractors would be willing to undertake. After examining a territory, if his knowledge satisfies him that he can succeed in his endeavor, he has in a number of instances contracted to drill wells that will flow permanently. In view of the many contingencies that confront one under the circumstances, Mr. Barker's success in five cases where he has given such contracts has been phenomenal. See page IV.

**CHARLES H. MOORE.**—Quite a unique business is carried on by Mr. Charles H. Moore at 188 Westminster Street, where he does several kinds of work that assists the women folks very materially in their constant endeavor to keep up with the times in dress. This work consists of four varieties, namely: dress pleating, covering buttons with cloth, button-hole making, and pinking. Four machines, specially adapted for the purpose, are used to do the pleating. Two of these, which are the smallest of the set, and are alike in construction, do the ordinary pleating, such as kilt, knife, rose and shell work, while a larger machine does single, double and triple box pleating. The fourth machine, which differs greatly from the others, is used to produce the now popular accordion skirt pleats. By means of these four machines French Dress Pleating, and every other style and kind, is executed in the most perfect manner. The button covering machines are also four in number, and they perform their operations in a very neat and exact manner, making perfect buttons with woolen, velvet, silk, or any kind of material desired, and converting them into finished buttons at a rapid rate. These buttons are made in all styles and sizes, in flat or ball shapes, plain or with ivory rims, and the covering can be made out of scraps or remnants of cloth. Pinking is done by means of metal dies, and a variety of original designs are used that cannot be duplicated.

Mr. Moore also has a machine—not an ordinary sewing machine—which makes button holes as well as they can be made by hand, and with greater regularity. Mr. Moore had a large experience in this line of business in Boston before coming here five years ago. Every description of work that is done in similar establishments in New York or Boston is performed here. During the busy season orders come in so rapidly that Mr. Moore and his assistants are obliged to work nearly every evening. The business has increased constantly, and six persons are employed.





HEADQUARTERS OF THE E. N. GATES HEATING CO., PROVIDENCE.

**E. N. GATES HEATING CO.**—The cut shown above is particularly interesting, not only from the fact of its being the photograph of the leading steam and hot water heating house in Providence, but also the record attached to it.

Mr. E. N. Gates, of Fitchburg, established this place some time ago as a branch of his large establishment at Fitchburg, Mass., and early this spring sold the whole business to the E. N. Gates Heating Co. This work speaks for itself. The East Providence town hall, Fall River city hall, Odd Fellows Block, North Attleboro, Fall River National Bank Block, Fall River, Savings Bank Block, Oneida, N. Y., B. W. Woosters furniture warehouse, Albany, N. Y., H. G. Young's mansion, Albany, N. Y., S. P. Gardner's residence, Haverhill, Mass., Colonel Van Slyck and son's residence, Providence, the Houlton, Me., school house, jail and court house, are but the commencement of a long and varied list of their work; nearly all the best work in Fall River, Mass., New Bedford, Newport, Woonsocket. Fitchburg, Mass., Providence, and Pawtucket has been done by E. N. Gates or his successors. Mr. E. N. Gates is sole manager, and gives his personal attention to laying out the work and taking contracts, and will call on any one interested in heating and give an estimate for a complete job.

The superiority of hot water for heating purposes over steam on furnace heat for any size of building is now an accepted fact. The only questions are: Which is the better boiler? and how are the best results from the same amount of coal to be obtained? Until the invention of the systems patented by E. N. Gates much trouble was experienced in getting a perfect circulation of the water to the various radiators. By the use of his systems the radiators furthest from the boiler are as perfectly heated as those nearest.

One of the chief forms in which Mr. Gates' systems is applied is the boiler known as the Scientific Portable Heater, which is of a square, upright shape and is manufactured in various sizes. The heating surface is all of a form to take the most heat, holding it longest against plain surface, and not allowing heated gases to rush through centre openings direct to smoke pipe, without touching all parts of the boiler surface first. And of as much importance is the fact that the return

cooled water from the radiators is obliged to return to the top, passing through the three top sections, utilizing the waste heat in heating the return water, then passing this heated water to bottom of fire-pot section, resulting in perfect combustion of fuel, in direct contact with shell of fire-box, thereby heating the water at a more rapid rate than any other heater. All other portable boilers take their hot water from top of the boiler, and return the cooled water to the bottom, and are obliged to use fire-brick or other protection to make fire burn properly, thereby being obliged to transmit the heat through fire-brick and iron shell, resulting in loss of heat, which at this point is at its maximum degree, thereby using more coal to obtain like temperature of water. In others, when no protection is afforded, the fire is liable to go out, where it comes in contact with the iron, even with fire-pot full of coal. In this boiler this trouble is overcome by having hot water around fire-pot, heated by waste heat in the upper sections, and fire-box section is not liable to crack, as it would be if cool water returned directly against this, the hottest part, producing such unequal expansion. Another great advantage gained by this circulation is the economy of fuel, for the hot gases of the fire, after giving their best effects to the hottest water, are obliged to circulate around the coolest water before passing out of the smoke pipe, thus of course taking more heat from the gases than would be possible if the gases circulated around the hottest water last, as in all others. The sinuous passage which the waste gases take, without placing any deflecting plate at top to obstruct draft, is another point of superiority, and last but not least, there are only seven joints made in constructing this boiler, all in sight, and none exposed to fire to make them leak.

Mr. E. N. Gates invites the public to correspond with him if they have a hot water job put in by other parties which is not satisfactory, for many times by aid of his long experience he can adjust the difficulty with little trouble and expense.

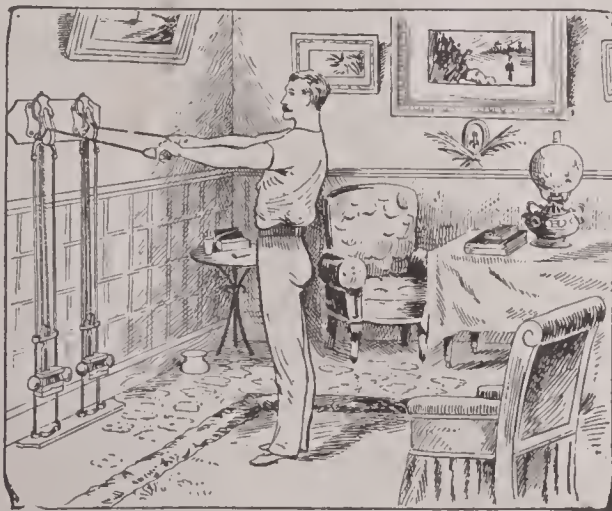
Any one wanting a first-class job of heating of any size are cordially invited to address THE E. N. GATES HEATING CO., at Home Office, Fitchburg, Mass., and one of the E. N. Gates Heating Engineers will call on you at his earliest convenience, or the company will send estimate blanks and circulars.





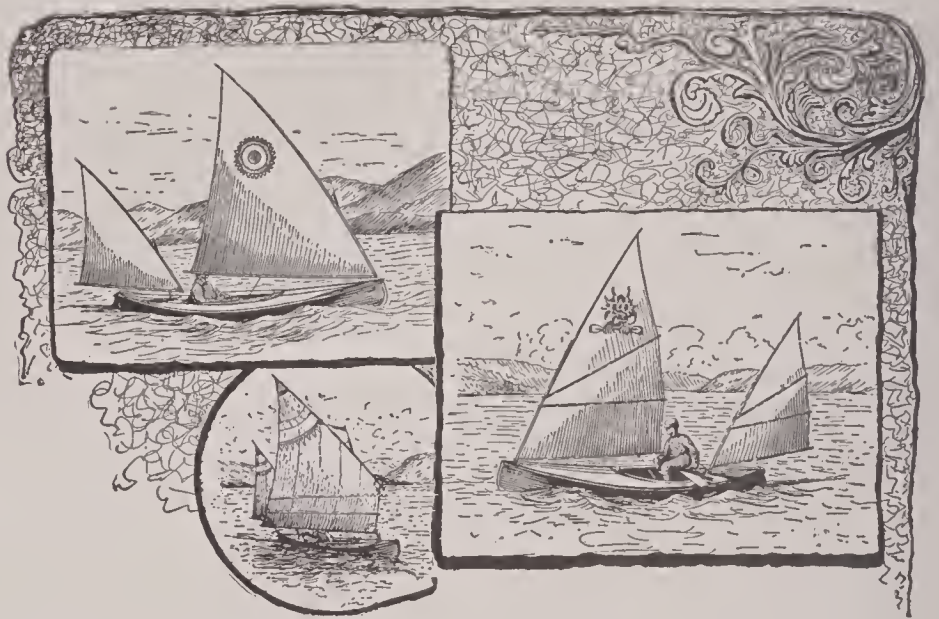
**A NEW INDUSTRY, AND THE RISE OF A NEW HOUSE.**—To say that the bicycle has had a rapid growth is putting it mildly. It has had a most remarkable and even phenomenal development. But a comparatively short time has elapsed since the appearance of a man astride a wheel gracefully gliding along, was the signal for everybody, old and young, to stop and gaze with open-mouthed astonishment. As a prominent horseman recently said, a short time has elapsed since one met a bicycle only occasionally, but carriages everywhere, while now one meets a carriage occasionally but bicycles always. From the old bone-shaker, weighing upward of sixty or seventy pounds, the bicycle has developed into a light and graceful vehicle adapted alike for men, women and children, and varies in weight from twenty-two to fifty pounds, to fit the conditions of use required. Since the advent of the Safety or low machine, driven with gear wheels and chains, the future of the bicycle has been no longer in doubt, and thousands to-day of both sexes are enjoying better health and better sleep from the exhilarating out-door exercise which the Safety Bicycle has been instrumental in giving them.

In this rapid growth of the bicycle in popular favor Rhode Island has not lagged behind, and The Whitten-Godding Cycle Company has kept pace and contributed very largely to its advancement in popularity. This now extensive concern had its beginning in June 1886, when two young men who had just graduated from Brown University began dealing in second-hand bicycles as a vacation experiment. So much success



HOME EXERCISE ON STANDARD CHEST WEIGHT.  
PRICES, \$5 TO \$10, WHITTEN-GODDING CYCLE CO.

did they have that they speedily established a permanent business in first-class bicycles under the firm name of Whitten & Co. At first they had one room at No. 4 Westminster Street, on the fourth floor, but on April 1, 1887, they removed to 118 South Main Street. Business continued to increase so continuously that in October, 1889, the adjoining quarters in the same building, at No. 120 were engaged, doubling the capacity of their premises, making the present dimensions of the floor space 100x60 feet. In 1887 they secured the agency for the Columbia and Victor Bicycles, the two recognized leaders in America. In the fall of 1888 they began to import cycle supplies, and to manufacture certain sundries for which there is a constant call among wheelmen, such as bells, locks, whistles, etc. So rapidly has this department of their business grown that they now are receiving weekly consignments of foreign goods through the Providence Custom House, and have open accounts on their books with over one hundred large houses throughout the country from Maine to California. Some idea of the extent of their cycle supply business can be had from the fact that they now supply several manufacturers with all their rims, ball-pedals, tubing, cement, etc. Recently they executed an order for 3,000 rims



SAILING CANOES SUPPLIED BY THE WHITTEN-GODDING CYCLE CO.

for one large manufacturer, another for 1,600, and numerous other smaller orders. During the past few years the firm has devoted much attention to Sporting and Athletic Goods, and now carry a complete line of Base Ball, Tennis and Gymnasium Outfits, besides Racing Shells, Row-boats and small Steam Launches. The name of the firm was changed Feb. 1, 1889, to Whitten, Godding & Co., and on May 15, 1891 the business was reorganized, into a corporation, under the name of The Whitten-Godding Cycle Co., for the manufacture of Bicycles, Bicycle Parts and Sundries, Athletic and Sporting Goods.

The officers of the new corporation are W. W. Whitten, President; E. A. Godding, Secretary; and A. E. Smith, Treasurer. Mr. Smith formerly of Thos. Smith & Sons, of Birmingham, England, transferring his interest to the new corporation thereby securing special United States agency for the English house.

July 1st, they again entered into negotiations for still further enlarging their business, securing the next two stores adjoining theirs, in the Infantry Building, and will fit these up with power and machinery for manufacturing purposes.



**PAWTUCKET.**

THE second place in point of population in the State of Rhode Island is the city of Pawtucket, which is situated four miles northeast of Providence on the Blackstone River. Pawtucket is an Indian word signifying a fall of water, and was given to this locality because the fresh waters of the Blackstone here meet the tides of Narragansett Bay by being precipitated over rocky ledges. Below the falls, the tidal basin or estuary extends for about five miles, to India Point, where it unites with Providence Harbor, and is known as the Seekonk River. It is navigable for vessels of light draught as far as the lowest bridge, a short distance below the falls.

Although the cotton manufacture is chief, there are many other industries, among which are large machine shops, foundries, tanneries, leather belting and lace leather establishments, wadding works, print works, hair cloth mills, dye works, manufactories of doors, blinds, and builders' materials, the manufacture of bolts and screws, lumber and saw mills, box manufactories, spool mills, jewelry shops, paper box shops, paper mills, etc. The city extends along both banks of the river, which is spanned by five bridges.

The honor of being the place where cotton was first successfully manufactured in the New World by the modern methods invented in England belongs to Pawtucket.

A centenary celebration of the establishment of the cotton industry was held in Pawtucket during the week beginning September 28, 1890.

**WOONSOCKET.**

SIXTEEN miles from Providence, on the Blackstone River, and one of the chief stations on the Worcester Division of the N. Y., P. & B. Railroad is the city of Woonsocket, which, after Providence and Pawtucket, is the most important manufacturing centre in the State. It now has a population of nearly twenty thousand.

The leading industry is the cotton manufacture, which is carried on in all its branches, and a larger amount of cloth is probably produced here than in any other place in the State. There are a few establishments engaged in the manufacture of yarns. The woolen manufacture is also carried on extensively. There are, besides, a variety of other manufactures, among which are those of rubber goods, knit goods,

sewing machines, shuttles, and bobbins. It is here that are located the very extensive works of the Woonsocket Rubber Company.

**LOGAN & SPROUL.**—One of the most enterprising concerns in Woonsocket is the firm of Logan & Sproul, manufacturers of moving and party wagons, low gears, York trucks, Boston trucks, and all kinds of heavy carriages and wagons. They also make open buggies, democrats, and light express wagons, do all kinds of carriage and wagon repairing, either light or heavy, deal extensively in all descriptions of carriages, and act as jobbers for every variety of carriage and wagon stock. Their business in this latter line is so extensive that they supply most of the blacksmith and ordinary repair shops in Woonsocket and the immediate neighborhood.

The business is conducted on Worrall Street, rear of 25 Social, in two buildings, one on each side of the roadway, the second stories of these edifices being connected by a bridge wide enough for a carriage. The building on the left is a large three story wooden structure, and in it the larger part of the work is done; in the basement is the department of heavy iron work, and on the first floor wood work and carriage iron work is carried on. The other building is two stories in height, was erected in 1890, and is devoted to general work. In a one story ell alongside the new building is a large horse-shoeing shop, and this branch is conducted as a distinct business. The firm do all the carriage painting and trimming required in connection with their general work, and in fact do all parts of the manufacture. The whole establishment is admirably situated and is well adapted to the requirements of the business, so that on account of the saving in expense resulting from the perfection of the arrangements the firm can produce their own line of work on much more favorable terms than their competitors. The orders for their wagons, trucks, and carriages come from Providence, Worcester, Boston, and from all over New England.

The firm of Logan & Sproul was formed in 1887, succeeding J. C. Fisher, who had carried on the business for many years previous. Both partners are thoroughly practical men, having worked for Mr. Fisher before buying him out, and they are both directly engaged in the work, giving personal attention to every detail. Since the business came into their possession it has largely increased. At present twenty-five men are employed.



THE WORKS OF LOGAN AND SPROUL, AT WOONSOCKET, R. I.





FALL RIVER, FROM THE HARBOR.

## CHAPTER III.

### SOUTHERN MASSACHUSETTS, MARTHA'S VINEYARD AND NANTUCKET.

MOUNT HOPE BAY — FALL RIVER — TAUNTON — NEW BEDFORD — BUZZARD'S BAY — NONQUIT — ELIZABETH ISLANDS — VINEYARD SOUND — SOUTH SHORE — PLYMOUTH — CAPE COD — FALMOUTH — MARTHA'S VINEYARD — NANTUCKET.

MOUNT HOPE BAY, nine or ten miles in length, and varying in width from three to five miles, is the northeast arm of Narragansett Bay. The Taunton River flows into it at the northeast, and at its mouth, but facing the bay Fall River is situated. To the west the waters reach the main portion of Narragansett Bay, flowing past Mount Hope and between the peninsula of Bristol and the island of Rhode Island, while

to the south they find their way to the ocean through the narrow and deep Seaconnet River. The whole bay is charming in situation and outline, and presents some of the most beautiful scenery on the Narragansett shores. As a roadstead it is broad enough to shelter navies, sufficiently deep for the largest vessels and by its land-locked position is protected from storms on all sides. Fall River harbor is safe and commodious.

### FALL RIVER.

The name Fall River quite naturally suggests to the mind of the reader various things, according to the phases of its life and business with which he has been brought in contact. The traveler will associate it with the great line of Sound steamers to New York, having Fall River for their eastern port, and known far and wide by its name; the business man and those interested in manufactures will refer to it as the chief cotton manufacturing centre in the country; while those interested in social and industrial reforms will think of it as a community in which are presented on an extensive scale many of the phenomena that form the ground-work of the current economic discussions. But none of these impressions alone do justice to Fall River, as while it has all these various characteristics, it is a progressive, well-ordered city, and contains an industrious population.

The city lies on the eastern border of Mount Hope Bay, at the mouth of the Taunton River, and the greater portion is built on hillsides rising quite abruptly from the water's edge to a height of more than one hundred and fifty feet. From the summits of these hills the country extends back in a comparatively level table-land, on which a large section of the city now stands, and two miles eastward from the shore lies a chain of deep and narrow ponds, eight miles long, of an average width of three-quarters of a mile, and covering an area of 3,500 acres.

Fall River is the principal seat of the cotton manufacture in the United States, nearly one-seventh of the entire amount being carried on in its borders. Massive factories, each several hundred feet in length, and five and six stories in height, the majority of them built of granite, loom up in every section of the city and suburbs, and in their neighborhoods are the houses inhabited by the operatives, consisting in many instances of long buildings, or large detached blocks in rows similar to the factory villages throughout New England, although in Fall River they are on a much larger scale, and some of the tenement blocks are as large as small factories elsewhere. The number of corporations engaged in the cotton manufacture is forty, owning sixty-five mills, containing 2,128,228 spindles, and 49,586 looms, and employing 21,750 persons.

The southern extremity of the city is known as the Globe Village, where, at present, some of the largest mills are located. This section was in Rhode Island, until the settlement of the boundary question in 1862. The Flint Village is the eastern section of the city, and is reached by the horse-cars along Pleasant Street. Between Main Street and the end of this route, the majority of the mills in the city are passed. The north end of Fall River is known as Bowenville, and is situated on a plain bordering the Taunton River. There are here seven or eight large factories.



## TAUNTON.

The city of Taunton is situated at the head of navigation on the Taunton River, seventeen miles north of Fall River. The city proper, comprising the compact community on the river, covers less than four square miles, but the outlying country principally to the west and north, is under the municipal jurisdiction. The surface is generally flat and but slightly elevated above the sea level.

Taunton, although so far inland, has excellent shipping facilities, furnished by the river of the same name which flows around the city to the eastward and has its sources in several small streams in Plymouth County. At East Taunton, four miles from the city,

days of the whale fishery, terms of the courts were also held there, and when, later on, Fall River began to increase from its condition as a small village, it too, was elevated to the position of a court town.

Two lines of the Old Colony Railroad run through Taunton, namely, the Central division between Newport and Boston, and the Northern Division between New Bedford and Fitchburg, crossing each other at Weir Junction. The principal depot is the Central Station on Wales Street.

Taunton has probably more varied industries than any city of its size in New England. The leading ones at present are the manufacture of cotton goods,



STREET SCENES, TAUNTON.

is a dam which furnishes a head of water for the Old Colony Iron Works located there. The tide of Mount Hope Bay ebbs and flows to this point, and tugs and scows ascend thus far with freight. The head of navigation for sailing vessels is at Weir Village, the southern end of the city.

A horse-car line runs the entire length of the populous portion of the city, from Whittenton to Weir Village and shorter routes run across from the City Hall to some distance out on Winthrop street and to the Agricultural fair grounds. By these routes the community is very well served, as the lines reach every part of the city. A daily and two weekly newspapers are published in the city. Taunton was the original county seat of Bristol County, but when New Bedford became a large and populous place during the palmy

tacks, nails and spikes, locomotives cotton machinery, printing presses, stoves and stove linings, copper and zinc in all mercantile forms, britannia ware and bricks, besides which there are a large number of other manufactures carried on in small establishments.

The city is named after Taunton in Somerset, England, from which place a number of the first settlers came. Rev. Charles H. Brigham, in a lecture before the Old Colony Historical Society, in 1855, said: "The word Taunton is genuine Gaelic, and means 'town on the banks of the river'." It is a curious fact that a number of the names of towns and villages in the neighborhood of Taunton, are similar to the names of places near the English Taunton, among which are Bridgewater, Norton, and Tiverton, showing unmistakably the nativity of the first settlers.



## NEW BEDFORD.

New Bedford is situated on the western side of Achusnet River, the principal northern inlet of Buzzard's Bay. The city occupies a gentle slope which runs north and south more than two miles on the river line, extending a mile to a mile and a half back, and faces east. The streets run in two general directions, north and south, and east and west, crossing each other at right angles. Those lying north and south nearly all run the entire length of the city, while in the other direction they begin mostly at the water's edge and run up the hillside.

At the south, Clark's Point, a tongue of land from half to three quarters of a mile wide, and a mile and a half in length extends into the bay. At the extremity of the point is a United States fort on which is a light-house. A macadamized road, known as French Avenue, three miles in length, runs around the entire peninsula, close to the water's edge. To the north of the city are Acushnet heights, from which extensive views of the bay and the surrounding country can be obtained. On a clear morning in summer the prospect from these heights is really magnificent.

One of the finest harbors on the Atlantic coast is that at New Bedford, being commodious, deep, well sheltered, and easy of approach through the wide extent and deep waters of Buzzard's Bay. The principal wharves of both New Bedford and Fairhaven front on it, although the city has many wharves and docks above the bridge.

The first settler in the vicinity is supposed to have been Ralph Russell, who set up a forge at what is now Russell's Mills in Dartmouth, a few miles west of New Bedford, about 1650. The present site of the city was a forest in the year 1750, through which a rough cartway led to a try-house on the shore, which with five farm houses on the County Road, were the only buildings.

Far and wide over the world has the fame of New Bedford been heralded as the greatest of all whaling ports, for here this business has reached its highest development, and the ships of her citizens visited every sea in pursuit of their gigantic game. The business had its real beginning in 1765, when Joseph Rotch, a Quaker, came over from Nantucket. For a long time vessels were obliged to go only a short distance, and the blubber was cut up, packed on board and brought home to be tried out. Afterwards more extended voyages were made, and try-works were built on board ship. In 1765 four sloops were engaged in the business, and at the time of the Revolution from fifty to sixty, most of which were then destroyed. Afterwards it revived, but was again prostrated by the war of 1812. From that time, however, it continued to increase till 1853, when the products were 103,077 barrels sperm, and 260,114 of right whale oil, and 5,652,300 pounds of bone. In the year 1857 the whaling fleet numbered 324 vessels, worth more than \$12,000,000 and requiring the services of 10,000 seamen.

The business has steadily declined since about 1857, but New Bedford has maintained her relative position as the chief whaling port not only in America, but in the world. Within the past few years a large percentage of the New Bedford vessels composing the North Pacific fleet have been transferred to San Francisco, and the whalers sailing from that port in 1888 numbered twenty-one vessels. The number of vessels belonging in New Bedford was, January 1, 1888, seventy-four, of a tonnage of 18,911, and the capital invested in the business is \$1,750,000.

New Bedford was set off from Dartmouth, the present town next west of it, in 1787. It became a city in 1847. The origin of the name is from the title of the Duke of Bedford, the English head of the Russell family.

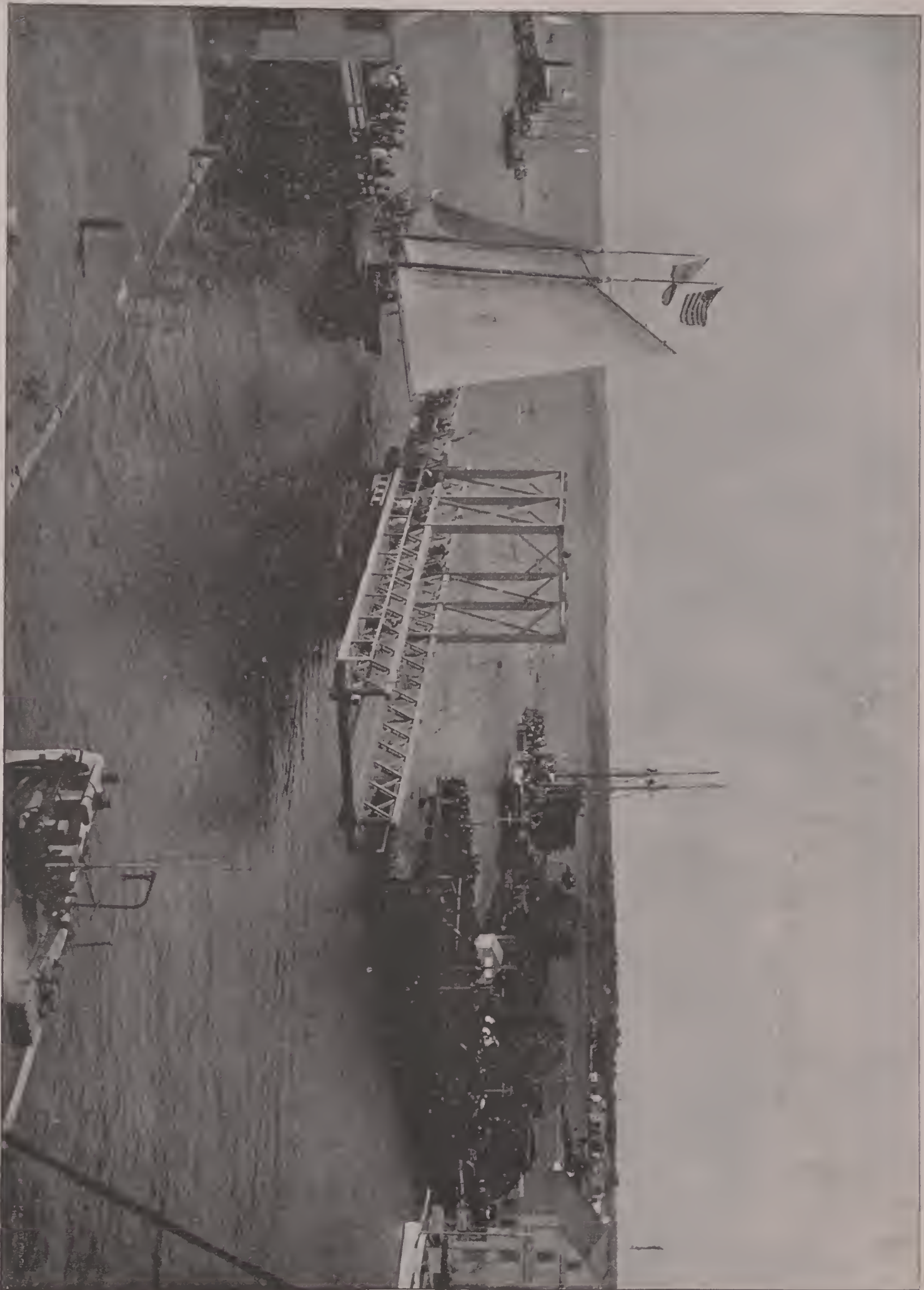
The most important business at present is the cotton manufacture, the city ranking fourth in the amount of capital invested and the capacity of its factories being only surpassed by Fall River, Lowell, and Manchester, N. H. Besides the cotton manufacture, there are the twist drill works, cordage factory, glass works, silverware establishments, boiler works, brass foundries, candle and soap works, shoe factories, carriage manufactories, boat building yards, etc.

**PAIRPOINT MANUFACTURING CO.**—The Pairpoint Manufacturing Co., established at the south end of the city in 1880 has one of the largest and finest establishments for the manufacture of silverware in the country. Silver-plated articles of all kinds for household use, as well as for ornament, including knives, forks and spoons, pitchers, casters, cake baskets, jewel cases, table ware, etc., are made in new and beautiful designs. About four hundred hands are constantly employed.

**WESTPORT HARBOR.**—On the coast between Seaconnet Point and New Bedford are many good beaches, which are however little known because they are so far away from railroad communication. Westport Harbor, five miles from Seaconnet Point, has an excellent beach, and the place has come into notice within the past few years through the attempts of Mr. Edward Howland to obtain exclusive possession of the shore. The matter is now before the courts. Horse Neck Beach, further eastward, is one of the finest stretches of shore in New England, and when Col. Sisson of Seaconnet succeeds in getting his electric road built, it will undoubtedly become a popular resort.

**BUZZARD'S BAY.**—The route from New Bedford to Martha's Vineyard is across Buzzard's Bay, a magnificent body of water of an irregular oblong shape, separated from the ocean on the east by Cape Cod, and on the south by the Elizabeth Islands. Its greatest length is from the entrance between Penekese Island and Mislum Point to Back River Harbor, a distance of about eighteen miles, from southwest to northeast; while its width from New Bedford Lower Harbor to Naushon Island is about nine miles. This ample water area has often afforded an opportunity for great yacht races covering fifty or sixty miles in a triangular course, sailed here by the vessels of the New York Yacht Squadron during their annual summer cruises. Because of its comparatively smooth waters, the strength and steadiness of its summer winds, and its freedom from obstruction, the bay is a favorite sailing ground for yachts, and for the numerous cat-boats and sloops from New Bedford and the smaller harbors on its coast. The shores are low and sandy, backed by forests in most places, and are much indented by many inlets and harbors, on some of which towns, villages and summer resorts are situated, while others have one or two houses to break their solitude, and still others have for their only tenants, the denizens of the shore and waters. The region is beautiful, not with the beauty of strong contrasts, but rather in a quiet unobtrusive way, by means of the manifold combinations of sky, water, low shores, and the ever-present forests.





THE FAIRHAVEN BRIDGE AND THE ACUSHNET RIVER, NEW BEDFORD, MASS.





VIEWS OF WHARVES AND WHALERS, NEW BEDFORD.



The whole eastern coast of the bay is reached by the lines of the Old Colony Railroad. The Fairhaven branch running from that place to a connection with the main Cape Cod line at Tremont, furnishes access to the shores of the upper bay, the only stations being at Marion and Mattapoisett, both old settlements and fishing towns. From Tremont to Buzzard's Bay Station, a distance of nine miles, the railroad runs along the northern end of the bay and passes through the shore town of Wareham, famous for the oysters found in its creeks and harbors, and there are in this distance four stations, at South Wareham, Wareham, East Wareham, and Onset, about two miles distant from Onset Bay, a beautiful place, where there are many summer cottages, and where a Spiritualist camp-meeting is held every season. From Buzzard's Bay Station the Woods Holl branch starts and runs along quite close to the eastern shore, passing through a number of places the most recent on the bay. The stations are at Monument Beach, Wenaumet, Pocasset, Cataumet, North Falmouth, West Falmouth, and Falmouth, and the distance of this run is about seventeen miles. The circuit of the bay by rail is a little over forty miles.

**NONQUIT.**—On the western shore, seven miles below New Bedford, and two or three miles from the mouth of Buzzard's Bay, is the beautiful seaside resort known as Nonquit. It is a small settlement, consisting of a good-sized hotel and fifty or more summer cottages, and is situated on a gentle slope facing the bay. A small steamer plies constantly between Non-



PLYMOUTH ROCK MONUMENT.

quit and New Bedford during the summer. Nonquit was brought into national prominence through the death here of General Philip H. Sheridan, August 5, 1888. General Sheridan, with his family, had spent several summers here, and in 1887 had erected a handsome cottage. To this new residence he came to die.

**ELIZABETH ISLANDS.**—Extending in a line southwesterly from Woods Holl to the entrance of Buzzard's Bay are the Elizabeth Islands, consisting of five large and seven smaller isles. The names of the principal islands are: Naushon, Pasque, Nashawena, Cuttyhunk and Penckese, ranged one after the other in the order named with comparatively narrow water passages between them. Naushon is by far the largest, and the name applies not only to that island, but includes two others separated from the main island by a channel so narrow that from appearances no one would suspect the existence of separate islands. These two islands are Uncatena and Nonomesset, both at the eastern end of Naushon. On Uncatena is the mansion of Colonel J. M. Forbes the owner of the entire domain of Naushon. On Cuttyhunk is a large pond of fresh water called Gosnold's pond in the centre, of which is Gosnold's island, where it is supposed the English navigator, Bartholomew Gosnold built houses in the year 1602 when he discovered these islands and named them in honor of Queen Elizabeth. Pasque is owned by a fishing club of wealthy New Yorkers, and Cuttyhunk is owned by a similar club.

**VINEYARD SOUND.**—Between the Elizabeth Islands and the northern coast of Martha's Vineyard



THE STANDISH MONUMENT,

ERECTED IN MEMORY OF MILES STANDISH, DUXBURY, MASS. WHOSE HOME WAS NEAR THE FOOT OF THE HILL ON WHICH IT IS ERECTED.





HOMESTEAD OF DANIEL WEBSTER, MARSHFIELD, MASS.

is Vineyard Sound, five or six miles in width and twenty miles in length, one of the greatest thoroughfares for vessels in the world. The keels of every nation plough these waters without rest day or night. It is said that more than sixty thousand steamships and sailing vessels pass annually through this sound in the daytime alone. Vessels from New York, Philadelphia, and the south, bound for Boston, Portland and all eastern New England, and *vice versa*, pass through this convenient.

**THE SOUTH SHORE.** — One of the most interesting sections of the whole Atlantic coast is that portion of the shore of Massachusetts Bay extending from Boston Harbor to Plymouth. This was the scene of the struggles of the Pilgrims, the "Old Colony" for many years being almost wholly confined to the seaside settlements. Now-a-days, while the active life of the country has long ago drifted away from this locality, the summer visitor and sojourner has found it out and the pleasant villages along-shore are the summer dwelling places of multitudes from Boston and the inland cities. This locality is generally known as the "South Shore."

The coast here abounds in sandy beaches and bluffs, with occasional masses of rugged rock intervening, and is exposed to the sweep of the ocean from the east, being a little too far north to be sheltered by Cape Cod, and is only protected from the waves in the northern portion by ledges of rock off shore which act as natural breakwaters.

One of the principal branches of the Old Colony Railroad system skirts the southern shore of Boston Harbor and the entire South Shore all the way to Plymouth, and the scenery along this route is in the summer especially beautiful and pleasing. This branch diverges from the main line at Braintree, an old historic town of about 4,000 inhabitants, ten miles from Boston. Two miles beyond Braintree is Weymouth; it is a place of about 4,000 inhabitants, and although somewhat of a summer resort has a number of shoe factories. Weymouth was the scene of Myles Standish's attack on the Indian chiefs as told in Longfellow's

poem, "The Courtship of Myles Standish." The next stations are North Weymouth with a population of about 2,000 and East Weymouth, with about 3,500—the three Weymouths all being in the town of the same name, and all within a distance of three miles of each other. Then follow the stations of West Hingham, Hingham and Old Colony House, all in the town of Hingham, and the village of Hingham with its 5,000 inhabitants is the principal place. This old town abounds with historical associations, and although the residences are chiefly pretty cottages and mansions of latest style, yet there are many old colonial houses in retired places. John A. Andrews the war governor of Massachusetts, was a resident of Hingham for many years, and a statue of him stands in the burying ground on the hill behind the ancient edifice of the First Church. From Old Colony house a branch railroad diverges to Nantasket Beach.

At North Cohasset, nineteen miles from Boston, the railroad strikes the South Shore. The famous "Jerusalem Road" here runs along the coast to Nantasket Beach, and the shores are formed of magnificent masses of rock, projecting into the sea in some places, or rising in precipices in others, while landward the country is diversified by hills and cliffs, vales and meadows, and for miles amid this charming scenery elegant villas are located on the most advantageous situations. There are a number of excellent summer hotels in this neighborhood. Cohasset Station is between two or three miles further, through which, also, the "Jerusalem Road" passes; and here many wealthy and celebrated people have their homes. Off Cohasset Harbor is "Minot's Ledge," upon which is one of the most noted light-houses in the world. The intervening resorts from this point to Plymouth on the south shore, at all of which there are railroad stations, are North Scituate, Egypt, Greenbush, East Marshfield, Sea View, Marshfield Centre, Marshfield, Webster Place, Duxbury, South Duxbury, Island Creek, Kingston, and Seaside. The well in which hung the "Old Oaken Bucket," which inspired Samuel Woodworth to write that famous poem, is in the village of



Greenbush. Daniel Webster's home and farm was in the town of Marshfield, and the homestead is still a great attraction for tourists. Duxbury is within eight miles of Plymouth, and is situated on the bay of the same name, with fine beaches and shores in the neighborhood. It was one of the chief places in the early history of the Old Colony. Here John Alden, the youngest of the Pilgrims settled, and an old house of his built 230 years ago is still standing. South Duxbury was the residence of Captain Myles Standish.

**PLYMOUTH.**—The terminus of the South Shore branch is at Plymouth, forty-six miles from Boston by this route, and thirty-seven miles by the direct line which runs through Abington and Braintree. The Pilgrims landed here in 1620 from the Mayflower, and founded the first permanent English settlement in America, and the spirit and life that went forth from this original community have had an influence second to no other in shaping American life, laws, and institutions. The present town has a population of about 7,000. It is situated on a good harbor, and in the neighborhood are fine beaches, while much of the surrounding country is wooded. As a summer resort it has great attractions, as there are excellent opportunities both for fishing and gunning in the neighborhood. The entire town is eighteen miles long by from four to nine miles wide, of a very irregular shape, and on account of the numerous indentations it has a coast line of more than thirty miles. The chief village, Plymouth, has the modern conveniences of a city, free schools, churches, good water and sanitary systems, a public library, etc. There are many points of historic interest in Plymouth, chief of which is the Plymouth Rock monument, an imposing structure erected over the rock on which the Pilgrims landed.

**CAPE COD.**—Is a long narrow sandy peninsula, not much more than five miles wide in any place, and extending into the ocean for more than sixty miles from the southern coast of Massachusetts. In shape it is like an arm bent at the elbow—the outer shores being washed by the Atlantic, while the inner coast is laved by the tides of Massachusetts Bay. The natives of this region are a hardy race, mostly followers of the sea, and many of them have taken prominent positions in the great cities and in the councils of the nation. Within recent years the ancient fishing towns on the Cape have gradually become summer resorts. A line of the Old Colony system runs the entire length of the peninsula to the terminal town, Provincetown, an important fishing port. The Cape constitutes the entire county of Barnstable. The most important places are

Provincetown, Hyannis, on the southern side, Chatham, at the elbow, Yarmouth, Barnstable, etc., all of which are at present summer resorts.

**FALMOUTH.**—The township of Falmouth on the peninsula of Cape Cod includes the larger extent of the east shore of Buzzard's Bay, and its territory also borders for ten or twelve miles on Vineyard Sound. It is thus a wedge-shaped piece of land terminating in a promontory to the south, on which is situated Woods Holl, the terminus of the Old Colony railroad, and the place where travelers embark on the steamers from New Bedford, *en route* for Martha's Vineyard or Nantucket. The harbor here is a good haven for vessels in bad weather. Many summer residences are now located in the vicinity. The elevation near the entrance into Vineyard Sound is Nobska Hill,

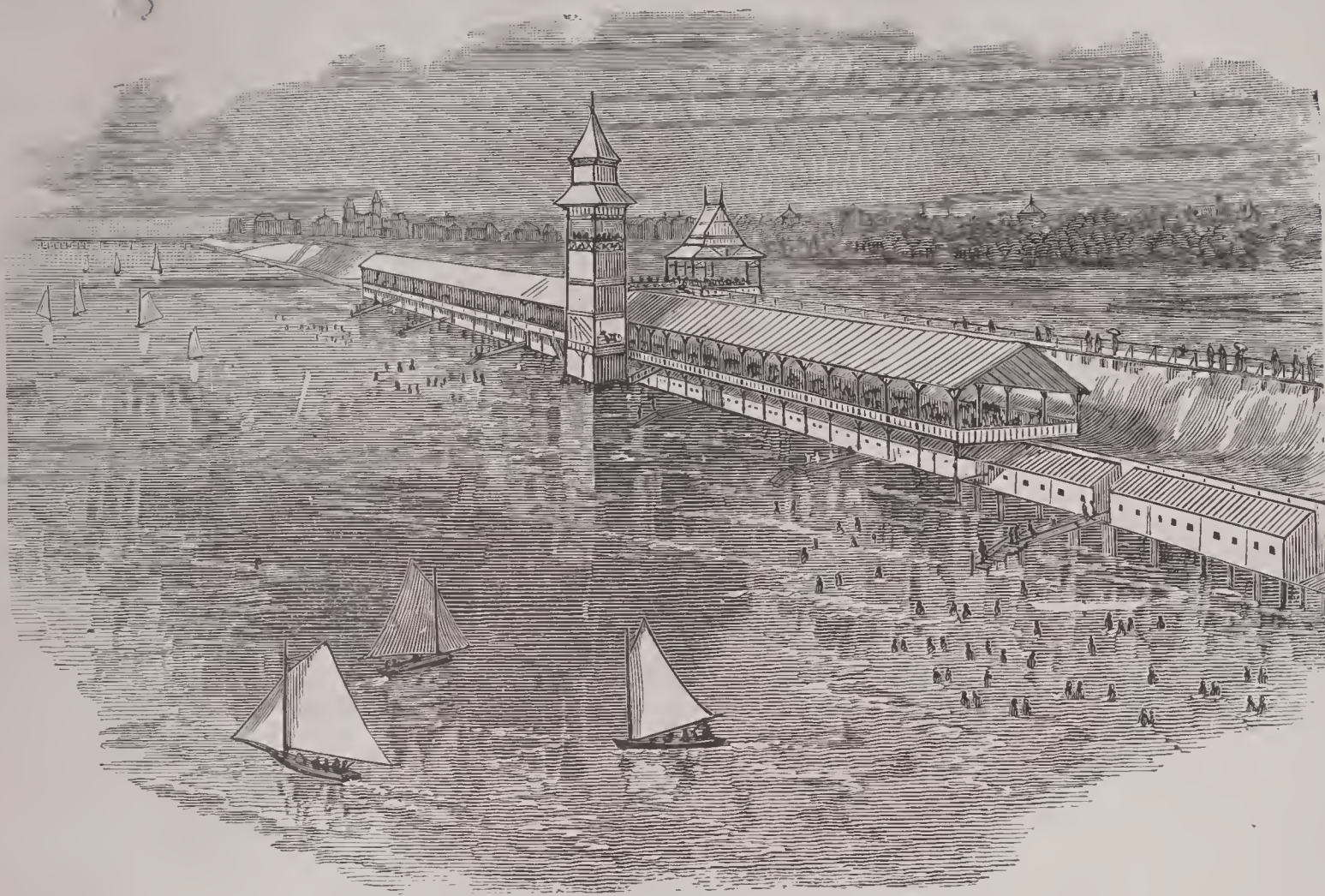
and from its summit charming views are obtained of the Sound, of the shores and hills of the Vineyard, and of the Elizabeth Islands. From the same stand-point, looking northward across the neck of land, the whole stretch of Buzzard's Bay is before us. The principal place in the town is the village of Falmouth, about four miles from Woods Holl. It contains a number of old houses as well as many modern residences, and is situated on the shores of Vineyard Sound, although the distance over to Buzzard's Bay is not much more than a mile. The village is about half a mile from the railroad station, and about the same distance from a fine landing on the Sound. A mile southward is Falmouth Heights, now a very popular resort, with several hotels. Other places fast acquiring reputation as summer resorts are: Menauhant, on the Sound, seven miles from the railroad station and to which a small steamer runs from Woods Holl and Falmouth Landing; Waquoit, at the



NATIONAL MONUMENT TO THE PILGRIM FATHERS,  
AT PLYMOUTH.

head of Waquoit Bay, which connects with the Sound two miles east from Menauhant, but is only six miles distant by road from Falmouth Station; Quissett Harbor, on Buzzard's Bay, has an excellent hotel, and is within two miles of either Falmouth or Woods Holl. On the Falmouth shore of the bay there are many other beautiful locations, which probably in the future will be appropriated for summer residences or resorts. The western shore of the towns of Falmouth and Sandwich forming the coast of Buzzard's Bay already have very many fine summer estates rivaling Newport in their costliness and beauty. To accommodate these residents a special train is run from Woods Holl to Boston every summer from June 1 to Oct. 1. It is commonly known as the "Dude Train," and is made up entirely of drawing-room cars.





BATHING PAVILION, COTTAGE CITY, MARTHA'S VINEYARD.

## MARTHA'S VINEYARD.

ONE of the best known of the many beautiful summer resorts on the Northern Atlantic seaboard is the island of Martha's Vineyard, off the southeastern coast of Massachusetts, and within an hour's sail of the mainland. It lies to the southward of Vineyard Sound, a great ocean highway along the coast, through which all vessels moving in either direction pass. To the northeast is the peninsula of Cape Cod; to the northwest are the Elizabeth Islands, which form a line of outposts in the ocean from the mainland to the mouth of Buzzard's Bay, which they separate from Vineyard Sound; and out at sea thirty miles distant in a southeasterly direction is Nantucket, a lonely sea-girt isle so far away as to be out of sight of any neighboring lands.

Martha's Vineyard is of a sandy formation and has a very diversified surface. On the northern and western coasts it borders on Vineyard Sound and rises in considerable elevations, while on the south it is comparatively level and low and is dotted with many wood-embowered lakes. Forests, mostly of dwarf oaks, cover the larger portion of the surface. An impression has prevailed that the soil was poor because of its sandy character, but the crops in seasons when rain is plentiful disprove this belief and also demonstrate the fact that judicious cultivation with proper irrigation in dry seasons would bring ample returns. Small fruits and garden vegetables grown on the island are much superior to what can be obtained from the mainland, but the supply is not fully equal to the demand.

The shores are mostly sandy beaches, in some cases stretching out at the foot of abrupt bluffs which face the ocean with steep and arid sand slopes like railroad embankments, at other places they are sustained by a

background of undulating, wooded hills. Still in other localities they roll away into low meadows, or are flanked by salt-marshes or ponds. On the east, north, and west the sea breaks on the beaches gently, with little or no surf except during storms or the prevalence of certain winds, but on the south shore the full sweep of the ocean is felt, and the majestic billows roll in upon the sands in long and high rollers, chasing each other up and down the steep beach stretching for miles in a straight line, and making a grand music that even in calm weather is like distant and muffled thunder.

In the interior and on the coast remote from the communities on the eastern end of the island, the country is but thinly settled, and the lover of solitude can find here plenty of opportunity to get away from the haunts of men, with the advantage of still being almost within hailing distance. Here also in the placid lakes and the rushing brooks the sea bass, the speckled trout, and other denizens of the waters that love not the places where commerce and the multitude intrude, can be entrapped by those who, having time and opportunity, do not dread fatigue or fear solitude.

The climate is as nearly like that of Florida as the latitude will allow. The highest temperature reached in July, 1887, was 89 degrees while the mean temperature during the same month was 73.2 degrees, and the lowest 61.7 degrees. Very little snow falls during the winter and when it comes, soon passes away, as the weather is much milder than on the mainland. During the winter the temperature ranges from 30 to 40 degrees, seldom falls below 10 degrees,



and very rarely to zero. For these reasons the Vineyard is being recommended as a winter resort. The temperature of the sea water is said to be 21 degrees warmer on the beaches of the island than on the north side of Cape Cod, the cause being that the warm current from the tropics mingles with the waters of the sound, while the icy currents from the North Seas enter Cape Cod and Massachusetts bays.

The island is divided into five townships: Edgartown, Tisbury, Chilmark, Gay Head, and Cottage City, and together with the Elizabeth Isles, constitute Dukes County, Massachusetts. The county seat is at Edgartown.

**COTTAGE CITY.**—The majority of the visitors to Martha's Vineyard have for their destination the unique summer resort now known by the corporate name of "Cottage City" but which is better known by its original and more appropriate title "Oak Bluffs." Although the island has two considerable village communities, Edgartown and Vineyard Haven, and a number of small hamlets, all indigenous to the country, Cottage City is the Mecca of the summer visitors and is a community radically different from its neighbors. While the other places are the homes of the native farmers and fishermen, Cottage City had its origin in a Methodist camp-meeting, beginning in 1835 and has developed from and outgrown that beginning until it has become the most unique, self-contained and self-centered summer community in the country.

been those of trade or mutual assistance. It is situated on the eastern side of the island, where the coast is formed by steep sand bluffs, with sandy beaches at their bases. From this fact, and because the region



OAK BLUFFS CLUB HOUSE.

was and is covered with a growth of dwarf oaks, the place was called Oak Bluffs and when this neighborhood and the adjoining localities and its suburbs were set off as a separate town in 1880, the name Cottage City was adopted.

Seen from the deck of an approaching steamer, Cottage City makes a strikingly beautiful picture. The towers and minarets of its hotels and cottages elevated on the bluff and outlined against the western sky, give it an appearance of Oriental splendor and magnificence unequaled anywhere on this continent. Nor is this impression lessened when the visitor goes ashore, as everything looks bright and new, the buildings have a fairy-like character, the streets and avenues are laid out as carefully as if on a magnificent private estate, and are all concreted. Few fences separate one property from another, and the whole place consists of innumerable tasteful cottages embowered in the grove. Many of them have wide doors, which are usually open and present to the view of the passers-by bright, artistic, cosy and home-like interiors. The fairy-like character of the whole scene so engrosses the attention that the stranger does not think of losing the



THE BATHING BEACH AND TOWER, OAK BLUFFS, COTTAGE CITY.

It is not a summer resort superimposed on a native community, but is a place that from its origin has been a summer resort and nothing else, and all the connection had with adjoining communities has only

way, and the pleasant avenues, lined with these attractive homes, are only the more beautiful because of their crooks and curves.

Cottage City consists of three district sections: Oak



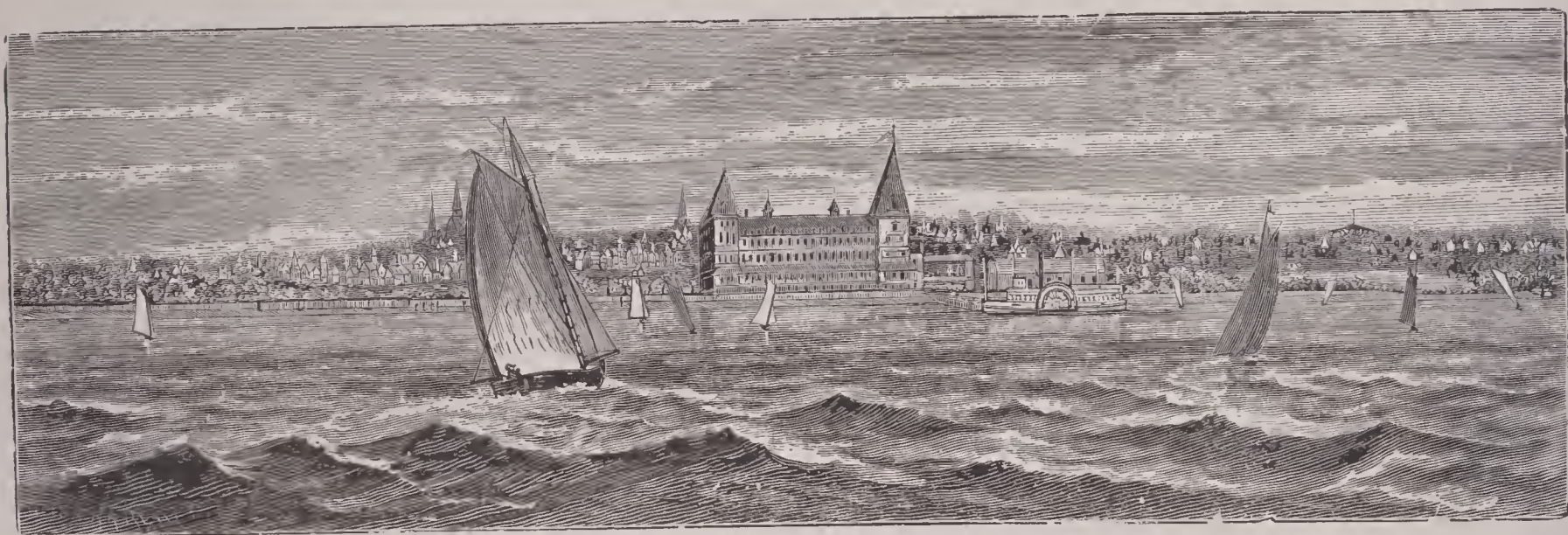
## THE NEW ENGLAND COAST.



BAPTIST CHURCH, HIGHLANDS.



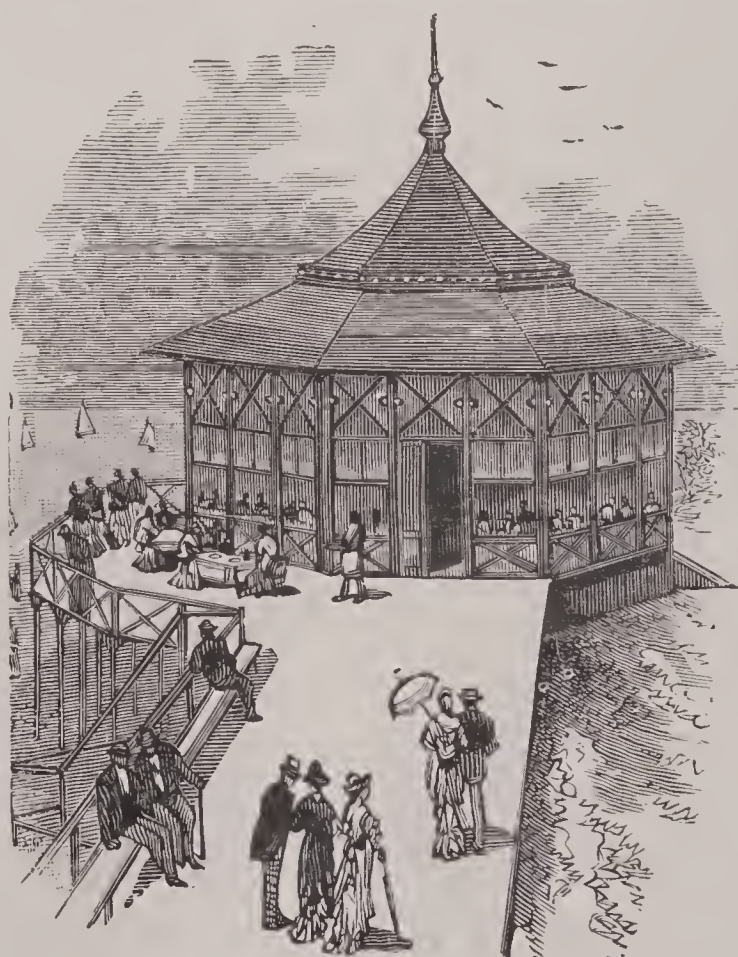
TRINITY METHODIST CHURCH, CAMP-GROUND.



OCEAN VIEW HOUSE, COTTAGE CITY — FROM THE SOUND.



UNION CHAPEL, COTTAGE CITY.



THE PAGODA, COTTAGE CITY.



Bluffs, the region along shore in the most popular portion of the place; the "camp ground" or Wesleyan Grove, westward of Oak Bluffs; Vineyard Highlands, separated from the two former places by Lake Anthony, a small shore pond. There are steamboat landings both at Vineyard Highlands and Oak Bluffs.

The chief bathing place is the beach on the water front of Oak Bluffs, opposite the centre of population and very convenient of access. Several hundred bathing houses in double rows with a passage between, stand at the foot of the bluff, and are reached from Seaside Avenue by steps leading out of the pavilion, which is a large, airy, many-storied structure, conspicuous from the water and from all along shore, and affords a splendid chance for the observer to watch the bathers. The beach is of smooth sand, and extends up under the bathing-houses. The fashionable hour is about 11 A. M., and all classes and conditions then avail themselves of the opportunity to tumble and splash in the quiet and genial tempered waters. There is no surf, no under-tow, and the bathing is consequently absolutely safe. Just south of the Highland Wharf is another bathing place, but it is not so popular as that at the Bluffs.

The settlement of Cottage City began with a Methodist camp meeting, held annually in August in Wesleyan Grove. The first meeting was held in August, 1835. There was a rough shed for the preachers' stand, a few plank seats, and nine tents, with straw, blankets, and extemporized chairs and tables for furniture. It was held from Monday to Saturday and there were about a thousand people present. Every year after that the number of attendants, and the facilities increased. The tents were situated in a circle around the grove, and the meetings were held under the trees. About 1859 a few residences were erected, and on account of the mildness and evenness of the temperature many families began to make it a home during the summer. In 1860 a new organization was effected, with a committee of laymen, and the name, "Martha's Vineyard Camp-Meeting Association" was assumed and the company was incorporated in 1868. In 1869 the "old camp-



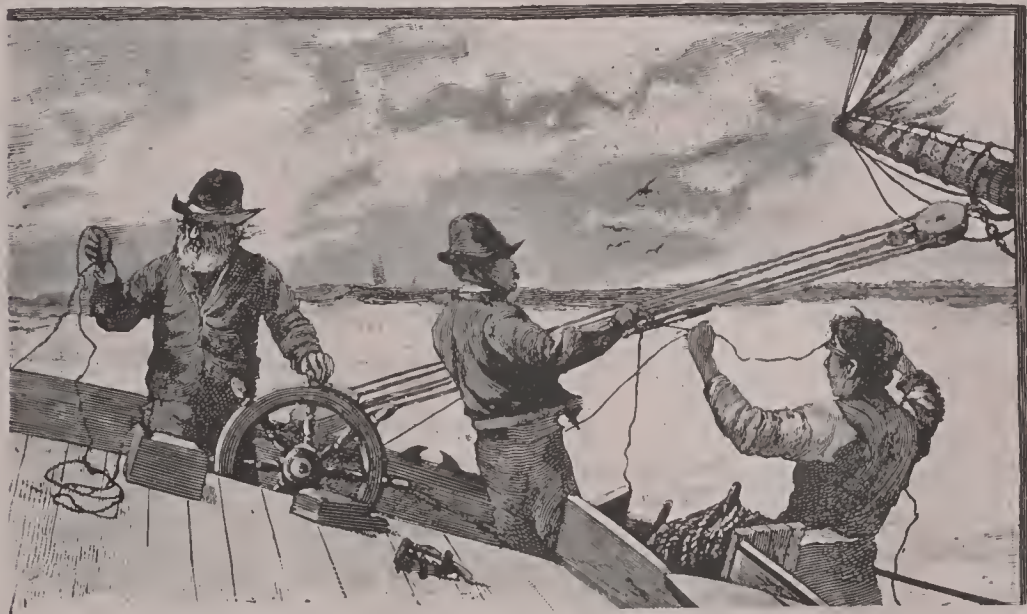
SEA VIEW HOUSE, WEST FRONT.

meeting ground had become a genuine watering place" rustication, fishing, bathing, and sailing barely yielding in the attention of the people to the services connected with the meeting. The old oaks at the grove having become by this time so dismantled with age as to afford but an insufficient protection, an awning was drawn over the seats in the circle. In 1879 the old awning was replaced by the present magnificent iron Tabernacle. This structure, aside from the recess occupied by the pulpit and platform, is 140 feet square. It has a seating capacity of 4,000. Around the Tabernacle still stands a portion of the old grove of oaks, but there are walks, avenues, parks, and grassy lawns in the circle and among the trees. The lots on the camp-ground are leased to the occupants, and the proceeds go for the expenses and improvements. Twenty-five acres are now owned by the association.

In 1867 the Oak Bluffs Land & Wharf Company was formed, whose definite object was the development of the neighborhood of the Camp-ground as a watering place and a summer resort. Ten thousand dollars were immediately expended in building a wharf and in laying out lots, avenues, and walks. Cottages began to spring up as if by magic and the place rapidly became a summer home for people of moderate means for here were to be found the comfort and most of the advantages, if not the luxury and extravagance of the more pretentious watering-places.

The Vineyard Grove Company, incorporated in 1870, purchased Vineyard Highlands, and after making many improvements in 1875 sold their interest to the Baptist Vineyard Association. In the midst of the grove, two or three minutes' walk from the wharf, is the large, circular Baptist Tabernacle, dedicated in 1878, and surrounding it are a large number of tasteful cottages. The meetings of the Baptists are held usually during the week preceding those of the Methodists.

Not the least of the conveniences of Martha's Vineyard is the narrow gauge railroad from Oak Bluffs Wharf to Edgartown and Katama. The trains start from the wharf on the south side, run along the beach past the Sea View Hotel, and at the foot of the bluff, passing underneath the bathing pavilion and in between the bathing



BLUEFISHING OFF CAPE POGUE LIGHT.

(EMBARK AT SEA VIEW HOUSE WHARF.)





SEA VIEW HOUSE, SOUTH FRONT.

SHOWING A SECTION OF THE TWENTY-FIVE MILES OF CONCRETE PROMENADES RADIATING FROM THE SEA VIEW.

houses and the bluff, and then running along near the shore all the way to Edgartown and Katama. Beyond Edgartown the road crosses a level plain, and reaches Katama by a sweeping curve. Across the lots a pathway leads to the south shore from which a grand outlook of the surf, the ocean and the surrounding shores is had.

If you want to fish you will find plenty of opportunity at the Vineyard. During the season, at the wharves of either Cottage City, Vineyard Haven, or Edgartown, cat-boats, manned by reliable skippers, can at any time be engaged, and you can go out and indulge in the sport of blue-fishing, which is the most exciting of all that are possible here. Tautog and scup are also caught in the neighboring waters, while from the headlands of the coast at Gay Head or Squibnocket, on the west end of the island, the enthusiast can throw the line for the striped bass. In the ponds and streams, trout, perch, and pickerel are to be found if you are willing to take the trouble necessary to get to their abiding places and have the patience to lure them from their haunts.

**THE SEA VIEW HOUSE.** — The Sea View House stands on a high bluff with broad piazzas overhanging the salt sea waves. The only house on the island built on the water's edge, commanding a magnificent view of the thousands of white winged ships as they go

"Bending and bowing o'er the billowy swells."

All rooms open outside, to the east on the water, or west on the park. No mosquitoes. Pure spring water — from a boiling mineral spring in abundance.

An attractive family resort of clean morals and healthy climate.

The best family outing place between Bar Harbor and Cape May on the coast.

The view from the south front of the hotel over the Bathing Beach and the city, with its hundreds of elegant cottages, the homes of 20,000 summer visitors, and away to Edgartown five miles distant, "A strange old-fashioned silent town," is only one of the many beauties of this city by the sea.

Its drives and promenades are attractive and clean, the summer breezes soft and balmy without dampness, the sand beach for miles along our front, the Ideal resort for those who come for a dip in the salt old ocean.

A day on the briny deep in one of the fishing smacks of this resort is not to be compared with anything elsewhere. A skipper born to the water and the habits

of the finny tribe; a spanking breeze and a catch of twenty-five or more of the blue and golden beauties, is an every day event at Cottage City.

"Unheeded let the newsboy call,  
Aside the ledger lay:  
The world will keep its treadmill step,  
Though you fall out to-day."

Excursions from the Sea View Wharf directly in front of The Sea View House to Gay Head Light and the Indian Reservation. A ramble over the wonderful variegated clay cliffs that form this bold northern headland of Martha's Vineyard, from which the celebrated Gay Head Pottery is made, and a ride up the cliffs in the Indian ox carts completes a day never to be forgotten. It is the wonder of the summer visitor as well as the terror of the winter navigator. Other

points: "The Golden Milestone," from which pleasure is measured in the soft balmy days of summer vacation time is the Sea View House; New Bedford the home of the whaler, and a climb over the side of the great old ships that are moored at her wharves, a peep down into the cabins and between decks, and you are away on the boundless deep in the cold north seas, on the chase for the great monsters. As you ramble about in the old cabin you are startled by the cry, "There she blows," and rush on deck only to find the wharves and warehouses of New Bedford, and the thermometer at 80, instead of icebergs and cold blue north sea waves. Back to Woods Holl and a peep at the United States Fish Hatching Station. Or take the little Island R. R. to Edgartown, and after a ramble there go by the same to South Beach and listen to the roar of old ocean as her billows come rolling in for thousands of miles and break in sparkling gems of crystal foam at your feet. The one place to get these attractions is The Sea View House, Cottage City. Fred J. Hart, Proprietor.

**THE VINEYARD GROVE HOUSE.** — People visiting Cottage City should not fail to visit the Vineyard Grove House, on Siloam Avenue, kept by Captain Joseph Dias, which is one of the distinctive features of the place, uniting as it does the ancient and modern history of the Vineyard. The proprietor, Captain Dias, is one of the oldest residents, and has witnessed the growth of the place into a summer resort from its former condition as a resort of whalers and fishermen, and he can relate many stories of former days. The Vineyard Grove House is a well-kept hotel, five minutes' walk from the landing, and



GAY HEAD LIGHT.



directly on the line of the horse-cars which connect with every boat. It is only two minutes' from the post-office and principal stores. The table is supplied with the best in the market, the vegetables being picked fresh every day. The Tabernacle is only a few steps from the doors, and the house is conducted on strictly temperance principles. People wishing to escape the noise and turmoil of the cities will find the Vineyard Grove House the quietest place in the city, and with its excellent accommodations and moderate prices, all that could be desired as a summer residence, although the house is kept open all the year. Connected with the house is a first-class grocery and provision store where may always be found a full line of good things for the table.

**THE OAKWOOD.**—In 1870 when Cottage City was known as Vineyard Grove and Oak Bluffs, Mr. D. W. Russell built a cottage of six rooms, with a dining-room with seating capacity for six people, and commenced to let a few rooms during the season, his guests getting their meals elsewhere. In 1881 after much pressure on the part of his friends, Mr. Russell decided to move the little cottage back on the rear of the large lot, and build another with sixteen rooms, and seating capacity for twenty-two people in the dining-room. This venture proved such a success that the little house was soon outgrown, and the Ballou Cottage in the rear and containing eleven rooms was bought and added to the others,

giving what was supposed to be ample room. The next season demonstrated its insufficiency, and in 1887 Vine Cottage, on Circuit Avenue, adjoining Oakwood Cottage, and containing twenty-five rooms was purchased, and a connection made between the two cottages, and the whole joined in front by an ample piazza extending the whole length, and this consolidated house was thrown open to the public for the first time April 1st, 1888, under the name of "The Oakwood." Since then Mr. Russell has added the Herald building as an "Annex," which gives an additional twenty-four rooms, which may be used single or *en suite*. The exterior of the house is embellished with balconies and piazzas, and is painted in straw color, with white trimmings which has a peculiarly cool effect. The house contains fifty rooms with a dining-room capacity of 125, and the table is provided with the very best of everything in its season, and it is the intention of Mr. and Mrs. Russell that it shall be surpassed by none on the island.

**VINEYARD HAVEN.**—On the west shores of Vineyard Haven Harbor, and at its head, is the pleasant village of Vineyard Haven, seated on a hillside rising

quite abruptly from the shore. It is only three miles from Oak Bluffs, and a concreted avenue leads the whole distance. Vineyard Haven is the chief place in the town of Tisbury, but is of no commercial importance except as a place where vessels that anchor in the harbor obtain supplies. As a summer resort the place is yearly becoming more popular, and its general attractiveness and rural appearance, together with the facilities for bathing and fishing in the vicinity, bid fair to make it more and more attractive as its advantages are discovered. Vineyard Haven Harbor is the chief haven of refuge for vessels on the North Atlantic Coast, and is constantly used by the multitude of crafts plying through Vineyard Sound. The haven has, however, one serious defect. It is wide open to the northeast, and consequently fully exposed to the storms from that direction, which are among the worst on the New England coast. The headlands at the mouth of the harbor, known respectively as the East and West Chops, are wearing away by the action of the waves in easterly storms, and the *debris* carried by the currents into the harbor forms shoals and has

consequently lessened the anchorage area. At the north the harbor is six fathoms deep, and outside the water gradually deepens to twelve fathoms. Inside, deep water continues well up to the head of the harbor, where the depth is three and a half fathoms, but a large portion of the width is shoals not available for anchorage purposes. The



CIRCUIT AVENUE, COTTAGE CITY.

area within the fifteen foot curves is 949 acres, of which 657 acres are deep water. The building of jetties from each chop and the dredging of the entire area, has been proposed according to plans of the United States Engineers and \$80,000 was appropriated to begin the work. The estimated cost of these improvements is about four million dollars. The effect would be that the harbor would be protected from the northeast storms, its anchorage area would be almost doubled, and the filling up of the upper harbor would be arrested.

**EDGARTOWN.**—On a level plain along shore, and fronting on a deep land-locked harbor of great area, is the ancient village of Edgartown. It consists of two streets running parallel with the harbor, and the whole place has an old-fashioned appearance. Many of the dwellings are mansions of imposing size, but in the outskirts the streets are narrow and grass grown, lined with trees and bordered with low-studded dwellings. Here are the court house, county offices (Edgartown being the shire town of Duke's County), also the custom house, a bank, a Congregational, a Methodist, and a Baptist church, all large, wooden edifices. The Town



Hall is an antiquated-looking structure like a superannuated church. Edgartown is on the easterly end of the island, six miles south from Cottage City, from where it is reached either by the railroad or by the beach drive. The harbor has a pleasing variety of outline, and is connected with Katama Bay, one of the most beautiful bodies of water on the shores of the Vineyard. Edgartown is the largest place on the Vineyard, containing more permanent residents than any other community on the Island. Eastward from Edgartown is Chappaquiddick Island, separated from the main island by Edgartown Harbor and Katama Bay. The northeastern extremity of Chappaquiddick is Cape Poge on the extremity of which is a light-house. It lies low on the horizon southeasterly from Oak Bluffs, and by strangers is usually taken for Nantucket.

Edgartown was formerly a great whaling port, the rival of New Bedford and Nantucket in the palmy days of that industry.

#### GAY HEAD.

—One of the localities on Martha's Vineyard worth all the trouble of a journey thither is Gay Head. It is a lofty cliff on the western extremity of the island, about one hundred and fifty feet in height, and is composed of folded strata of white, red, yellow, blue, black, and green clays. The face of the cliff is precipitous and burrowed with deep gullies, while at its base is a rocky shore, and hedges of rocks run out into the ocean underneath the waves from its foot. On the highest point of the cliff is the Gay Head Light-house, fifty feet in height, with the finest light on the coast—a Fresnel lens, composed of 1,003 prisms, or pieces of purest glass, so arranged as to concentrate the rays at a vast distance, and in a clear atmosphere to show a brighter light at twenty miles than at a less distance. The inhabitants of the region about this headland are of Indian descent. A small wharf now affords a landing for steamers, and visitors are allowed to examine the light and house. The opportunity to wander over the cliffs and inspect the variegated color of the clays is an occupation of which visitors never tire.

**KATAMA.**—On the bay of the same name, is most beautifully situated about three miles from Edgartown, and overlooks the South Shore. It is reached by the Martha's Vineyard railroad. There is a hotel here, the Mattakeset, and several residences. One of the great attractions is the South Shore, many visitors going down

here every summer by rail just to see the surf wash up on the beach.

**THE MATTAKESSET.** — The Mattakeset and its cottages occupy a most happily chosen site. On the one side are the ever dancing waters of Katama Bay, and on the other is old ocean's booming surf. The hotel is built close to the waters of Katama Bay, with unequaled facilities for boating, bathing, and fishing at its door. The Mattakeset and its cottages are upon grounds of considerable extent—extending from the bay to the ocean, in one direction—all of which is owned and controlled by the Katama Company, and its guests are secure from annoyances and intrusions of all kinds. Tennis courts and fine base ball grounds, bowling alleys and billiards in the pavilion. Bathing houses for guests free of charge. For the season of 1891 the Mattakeset has been repainted and many improvements have been made by the proprietor. The hotel is supplied with pure water; is lighted by

gas; and has bells for every room. Steam laundry. Mails twice daily. Telegraphic communication with mainland. No flies, mosquitoes or other pests. All kinds of sea food—bluefish, swordfish, bass and lobsters—are caught within sight of the hotel and are served in every style. The fruits, meats, etc., come from the best Boston markets; the lambs, poultry, milk, cream and vegetables are mainly supplied



MATTAKESSET LODGE, KATAMA, MARTHA'S VINEYARD.

by the hotel farm. The table will, at all times, be maintained at a high standard of excellence. Rooms \$2.50 to \$3.50 per day according to location. Special rates for the season. Address, Geo. A. Jencks, Edgartown, Martha's Vineyard, Mass.

**KATAMA BUILDING LOTS.** — Katama is beautifully adapted for summer residences and there are a number of cottages here at present. About 600 acres along the bay and overlooking the south shore are now available for cottage building. For bathing the Katama Beaches are unsurpassed, since as the gulf stream runs nearer to the Bay than to any other portion of the New England Coast, the waters are always of a high temperature, and are also perfectly safe and still. Katama, under its new management, is becoming one of the most popular places on the coast, and already a demand for choice lots has sprung up. If you desire an exceptionally fine location apply early. Address, Joseph M. Wardwell, Treasurer and General Manager Martha's Vineyard Railroad, Cottage City, Mass.



## NANTUCKET.

THIRTY miles south from the outer shores of Cape Cod, and about fifteen miles distant in a southeasterly direction from Martha's Vineyard lies the wave-worn island of Nantucket, a veritable sand heap amid the waste of waters. In no part of the island does the land rise to 100 feet, the ocean is continually gnawing

at its sandy shores; and, subjected to the influence of the conflicting ocean currents, the sand from its beaches is in some places being carried out into the sea, there forming shoals and bars while in other places the substance of the submerged land is

returned again to the shores of the island, which is there advancing into the ocean. All around the island, but particularly on the south, are extensive shoals, and they extend also in the direction of Martha's Vineyard, making probable the opinion that in the geological ages these islands and the adjacent sea bottoms formed either a large island or a portion of the continent. An old tradition of the Nantucket Indians was to the effect that their island extended southward twenty miles further than its present limits, and about the extent of the outermost shoals. At present the southeast corner of the island is steadily growing out into the ocean, caused by the accumulation of sand there, forced landward from the shoals, by the meeting of the tides from opposite sides of the island, which as they vary in their rise and fall from one to two hours, rush together here with much force. The expanse of water between Nantucket, Cape Cod, and Martha's Vineyard, is known as Nantucket Sound, and forms the vestibule to the comparatively narrow Vineyard Sound.

Nantucket is about fifteen miles in length from the "cut off" at Smith's Point to Siasconset Cliffs, and varies in width from six and a half miles at Siasconset, the widest place, to a stone's throw at either "Point" the width being the same in scarcely any two places. The highest point is Macy's Hill, in the middle eastern part, ninety-one feet above the sea level. On the south there is a succession of ponds. These increase

in size till you come to Long Pond, near Maddequet Harbor, at the west end, which is three miles long, and reaches nearly across the island. These ponds abound in fish, and in many cases, have a stratum of peat beneath their waters.

The harbor on the north side of the island is seven

miles long, averaging one and a quarter in width, and has an area of about one hundred acres of good anchorage, where the depth is from nine to eighteen feet at mean low water. It extends along the inner edge of the island on the northeast,

being separated from the outer waters by a long, narrow, sandy peninsula, called Coatue. The entrance to this long bay is about half a mile wide and lies between Brant Point on the west, a low sandy projection, and the extremity of Coatue peninsula on the east. The town sits on the bluffs southward along shore from Brant Point, and faces directly up the harbor, the anchorage ground being that portion of the entire basin directly in front of the town. At the further extremity, at what is called the Head of the Harbor, a narrow sand bar is the only separation between it and the ocean, and is called the "Haul-over," from the fact that fishermen can bring their boats over, instead of sailing around Great Point. The upper part of the harbor is used only for boats and shallow keels. To reach it from the outer waters

it is necessary to pass over the celebrated bar, where there is less than seven feet of water at low tide. Two jetties are now in process of construction by the national government, one from Coatue peninsula and one from the shore half a mile outside of Brant Point, which, when completed, it

is believed, will so direct the currents as to keep a clear channel fifteen feet deep at low water.

The visitor is apt to expect the town of Nantucket to be nothing more than an ordinary fishing village, but it is a city in appearance, of rather an old-fashioned character, it is true, but with paved streets, well shaded with fine trees, lined with substantial



THE LANDING PLACE, NANTUCKET.



ON THE BEACH AT NANTUCKET.



business buildings and residences, lighted with gas and supplied with the modern conveniences. The chief streets are paved with cobble stones, and the sidewalks with concrete or large flags. Many of the houses have a spacious and aristocratic air, evidently having been planned by sea-captains who desired to compensate themselves for their confined quarters on ship-board by a proportionate extension of their domain on land. The Grecian temple is the favorite style of architecture for the larger houses. A little off from the principal streets, and especially in the older parts of the town, the houses are chiefly unpainted, and are shingled all over. Many of them have look-outs or "walks" on their roofs, from which the occupants can overlook the town, the island, and the waters. Some are adorned with vanes, a whale, or some kind of fish, being the favorite emblem. Fine trees abound on the streets, and these, with fruitful grape-vines, make attractive the gardens and grounds.

An amusing feature of Nantucket is the survival of the old custom of disseminating news or making public or business announcements by a town crier, who

that day all other business was suspended, and, early though it was in the season, the great harvest of the year was gathered. But sheep-raising as a business, in Nantucket, has had one, and one only, successful rival, namely, whaling.

No people in the world achieved so high a reputation for ability and success in the whaling business as the sailors of Nantucket. The island has been called and for a long period was indeed, the "home of the whale-fishery," off shore whale-fishing having begun as early as 1868. Soon after the beginning of the eighteenth century more venturesome voyages were undertaken, and in 1775 Nantucket had 150 whaling vessels manned by 2,500 out of a population of 4,500. The Revolution and the war of 1812 injured the business greatly, but a gradual revival took place, and in 1841, there were about one hundred ships employed, manned by four thousand men, of which one thousand, the officers, the best seamen and the captains, were Nantucketers. But other whaling ports were growing in importance, and the great fall in prices in 1842 and 1843, the great fire of 1846, and the taking away of many of the most energetic of the young men in 1849



NANTUCKET, MASS.

promenades the chief streets, ringing a bell, tooting on a fish horn, and bawling at the top of his voice the subject matter of his announcement, but usually with such thickness of utterance and volume of sound that unless you follow him up it would be hard to discover what all the uproar is about. There are three of these functionaries, and happily for the welfare of the summer visitors not more than one breaks loose at a time. Another peculiar feature of business life on the island is the prevalence of auctions, usually held on the Square, and which deal with all kinds of commodities, "meat auctions" being especially popular. These auctions are the favorite announcements of the town criers. The bell of the South Church is rung every day by "the watch," who is usually one of the town criers, at 7 A. M., 12 M., and 9 P. M., the last indicating to the towns people that bed time has come, and its admonition at all times of the year except in summer is observed implicitly.

From the earliest times the people of Nantucket have largely depended on sheep-raising as the most effectual means of securing the scanty products of the soil. During the time of business prosperity thousands of sheep dotted the hills and plains and roamed at their own sweet will over pretty much the whole island. In the month of June the sheep were gathered on Miacomet plain, east of the pond, to be sheared. On

by the discovery of gold in California, all helped along the decadence of the business in Nantucket, which gradually dwindled until in 1870 the last vessel sailed from the port.

Nantucket is the name of a county, a township, an Island, and a town. As a county and a township it is the same, embracing the main island. Tuckernuck, Muskeget, the two Gravelly Islands, and, when cut off by the sea, Smith's Point Island. On the island is the town itself, the village of Siasconset, the summer resorts of Surfside and Wauwinet, and many separately named localities or districts, as Coatue, Squam, Quaise, Polpis, North Pasture, Middle Pasture and South Pasture, the Plains, Maddequet and Great neck. During the summer a little steamer runs every day to Wauwinet and the head of the harbor.

**'SCONSET AND THE SOUTH SHORE.**—As soon as the stranger lands on the island he will notice on the steamboat wharf the station of the Nantucket Railroad. This is a narrow-gauge track and runs across the island to the south shore, and then along the shore easterly to the village of Siasconset, a distance in all of about nine miles. It was built in 1880 as far as Surfside on the south shore, and in 1884 was extended to Siasconset. No visit to Nantucket is complete without a trip on this road. After passing Surfside the road runs within a few feet of the shore for



six miles, affording a continuous view of the magnificent surf always breaking upon the coast, while out at sea the white foam curling over the "rips" or exposed shoals adds much to the effect. At the end of the line the village of Siasconset is reached, or as it is usually written and spoken 'Sconset. It consists of a collection of about fifty diminutive cottages on the summit of a high bluff overlooking the Atlantic Ocean. They are grouped close together, arranged along short, narrow by-ways, with pretentious names as streets, and are all so small that the ridge-poles are only ten or twelve feet from the ground, while the eaves are only four or five feet in height. Like the houses in the town they are shingled all over. The effect is that of a community of dwarf houses, and everything is in keeping with the idea. The village had its origin about two hundred years ago, the first houses being built as shelters for the fishermen from the town, and then gradually developed into permanent abodes. The squat, low-seated form of the houses was probably adopted as affording less resistance to the strong winds that often prevail here, and against which no natural shelter was afforded. Internally the houses are fitted up with a close resemblance to ships.

Since 1880 the place has come into prominence as a summer resort, and a number to residences much in contrast of the ancient dwellings have been erected in the vicinity. A few of these have been modeled after the old houses, but the majority are modern structures. The excellent sea-bathing here is one of the decided charms of the place, while sea-fishing which is the every-day business of the native inhabitants, is the great sport of summer visitors.

A mile and a half along the bluff northward from Siasconset is Sankaty Head, the eastern most point of the island, the spot first seen by Gosnold in 1602, itself eighty-five feet above the sea, and holding a light sixty-five feet above the bluff. There are many other interesting localities on the island that are worthy of a visit if one has leisure, places connected with the local history of the island or its Indian traditions and history.

"THE SPRINGFIELD" is the oldest established Summer Hotel on the Island of Nantucket. In addition to the merits of the Springfield, one of the principal considerations which makes it a favorite hotel and summer home for visitors is its great convenience to all those attractions which makes Nantucket famous.

The harbor of Nantucket is nearly land-locked. Its shores are of whitest sands smooth, hard, and polished. These sandy beaches are left bare for hours when the tide recedes, and become heated by the summer sun, so that when the tide returns, the waters are deliciously warmed for bathing. The harbor bathing

is entirely safe, so that children and women may sport in the waters here with absolute certainty of no mishap befalling. The surf bathing is in perfection in other parts of the Island and offers attractions for the strong, or experts in ocean pastimes.

The principal features of the quaint old town are still preserved and it remains the wonder and the delight of visitors.

Delightful drives over moors and gently swelling hills are afforded in every part of the island, and the trip by carriage or on foot from the Springfield is enlivened by the grand views of Old Ocean continually afforded from ever-varying standpoints.

On the south-east point of the island, Siasconset (called 'Sconset), from a small fishermen's hamlet is a favorite objective point for visitors. From Wauwinet a



THE SPRINGFIELD HOUSE, NANTUCKET.

few miles away, shark-fishing is conducted, an aquatic sport almost unknown except in this locality, and very popular with visitors of both sexes to Nantucket.

There is an abundance of sport upon the water,—fishing in the ocean around the island, in the inner harbor, and in the extensive fresh-water ponds or lakes; and a large fleet of sailboats is ever ready to take parties.

The Main House, which has been enlarged this year to accommodate the increasing patronage, is kept open the year round. It has all the conveniences usually found in a first-class hotel, having closets with running water on every floor. It is lighted by both gas and electricity, heated by steam, and has electric bells in every room.

In the annexes, of which there are two, extensive improvements have been made for the season of 1891.



They are lighted by gas, and have running water on every floor. During the past year electric bells have been put in, connecting them with the main office.

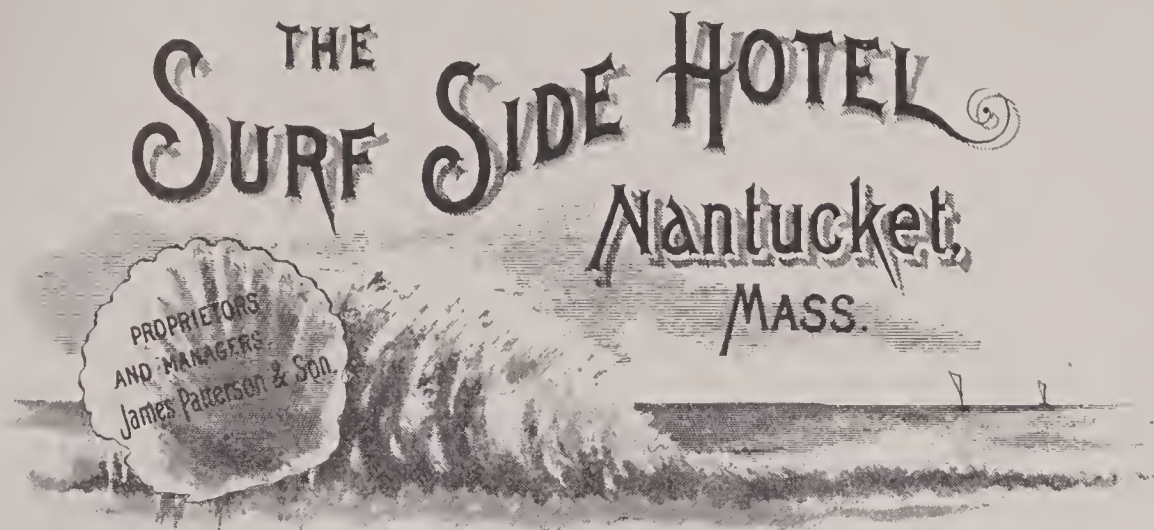
The Dining Room is entirely separate from the other houses—avoiding all the noise necessary in this department. It is lighted by electricity, which keeps the room as cool evenings as during the day. The cuisine and service is first-class in every respect.

The hotel is connected by telephone with two first-

class Livery Stables, Telegraph Office and the other principal hotels.

There is a first-class laundry connected with the hotel.

The terms are \$2.50 to \$3.50 per day, according to location of room, with special rates for the season or for June and September. Further information will be promptly furnished on application to CHARLES H. MOWRY, proprietor.



**THE SURF SIDE.**—This well appointed hotel will open July 1st, 1891, under entirely new management. Located on the South Shore,  $2\frac{1}{2}$  miles from the town proper, via narrow gauge railway, its situation is unsurpassed—built a short distance from the sea and commanding on three sides from its broad piazzas magnificent views of the ocean in all its grandeur of rolling surf and changing moods. To the north-east a delightful country view of the moors, dotted with wild flowers and the quaint old town of Nantucket as a back-ground.

Bathing, boating, blue-fishing and driving are some

**THE VERANDA HOUSE.**—In the quaint old town of Nantucket, replete as it is with the relics and memories of the days when our whaling ships were numerous in every sea, and where may be found that repose and quiet which are so eagerly sought by the tired brain-workers from office and school, a short distance back from the landing of the steamer from New Bedford and the terminus of the Nantucket railway, and just sufficiently removed from the main street to completely escape its noise and bustle, is the VERANDA HOUSE, conducted by Mrs. S. G. Davenport. It is a large, home-like hotel, which, by its admirable location on the high land overlooking the harbor, and the unvarying courtesy of the present management, has become a favorite sojourning place for numerous people who there enjoy the invigorating sea breezes, the luxury of the bathing-beach, the conveniences of a first-class hotel and the comforts of a

of the attractions, and a haven of rest to those suffering from Insomnia or Hay-fever. Electric lights, electric bells, telephone, billiards, swings and lawn tennis are among the improvements. Also thoroughly renovated, newly furnished last season and an absolutely perfect system of plumbing and drainage was introduced.

The proprietors feel convinced that their ten years experience in Nantucket as caterers will insure their guests of a continuance of their homelike and abundant table, well served. Rates are from \$3.00 to \$3.50. The house is under the management of James Patterson & Son.

home, at a price which brings it within the reach of people of moderate means who desire needed rest or recreation. The house is charmingly situated on a hillside, and from its roomy verandas which extend around three sides on each story may be had beautiful views of the harbor, with its breakwater and shipping, the ocean beyond and nearly all of the islands, and where a cool breeze and welcome shade may always be found, with easy chairs and hammocks for rest and comfort to the overworked and the suffering victim of nerves. The pleasant airy rooms, supplied with tasteful furniture and comfortable beds, perfect sanitary arrangements and a table plentifully supplied with the best in the market, combine to render the Veranda House all that could be desired as a summer home.

The house contains eighty rooms and can accommodate 150 guests.





# CHAPTER IV.

## BOSTON HARBOR TO PORTLAND.

BOSTON — NANTASKET — DOWNER'S LANDING — MELVILLE GARDEN — WINTHROP — REVERE BEACHES: CRESCENT BEACH, POINT OF PINES, OAK ISLAND — LYNN — NAHANT — SWAMPSCOTT — MARBLEHEAD — SALEM — CAPE ANN — BEVERLY FARMS — MANCHESTER-BY-THE-SEA — MAGNOLIA — GLOUCESTER — ROCKPORT — PIGEON COVE — LANDS END — NEW-BURYPORT — SALISBURY BEACH — HAMPTON BEACH — RYE BEACH — PORTSMOUTH — ISLES OF SHOALS — KITTERY — YORK BEACH — WELLS BEACH — KENNEBUNKPORT — OLD ORCHARD — PROUF'S NECK — PINE POINT.



STATUE OF LIEF ERRICSON, BOSTON.

BOSTON is a very convenient starting point for many resorts along the coast. By the lines of the Boston & Maine Railroad every town and city and nearly every beach between Boston and Portland can readily be reached, while the Old Colony by its numerous lines and branches penetrates to every nook and corner of Cape Cod and Southern Massachusetts. Numerous steamers also ply between Boston and summer resorts on Boston Harbor and the adjacent coasts, and palatial vessels make trips to Bar Harbor, the Maine coast and the British Provinces.

The early history of Boston is the most interesting of that of any American city. Its history leads out to and largely includes that of the whole of New England, and if it is not the "Hub of the Universe," as Dr. Holmes has styled it, certainly it is the centre of a large section of American life, and the influences in

the domains of literature and art diverging from Boston have been greater than from any other American city.

Probably to a greater extent than any other American city does Boston possess buildings and places of historic interest. These were far more numerous in the recent past than at present, but have been swept away by the widening of streets, by fire, by various improvements, or by the ravages of time. Still those that remain are second to no historic mementoes on the American Continent, and they are objects of instruction and interest to all intelligent visitors, whether foreigners or natives.

But not only are the historic places and buildings interesting. Those that are connected intimately with the present and recent life in vital ways possess an interest to many greater than the others. The Common which is one of the chief features of the city is the best place to make the headquarters of any voyages of discovery, whether on foot into Boston itself or by horse-car into the remoter sections or the surrounding suburbs. With the adjoining Public Gardens it constitutes one of the finest parks to be found anywhere in the centre of a large city, and is so situated that all the objects and regions of interest can more readily be reached from it by the stranger than from any other place.

The principal places of historical interest in the central part of the city are:—The Old Granary Burying Ground, King's Chapel and Burying Ground, all on Tremont Street, the Old South Church, corner of Milk and Washington streets, famous as the scene of many of the Revolutionary meetings; the Old State House, on Washington Street at the head of State Street, which was built in 1748, the entire second floor, the attic and the cupola now being occupied by an interesting collection of antiquities, portraits, and engravings under the care of the Bostonian Society, the exhibition is free and open at seasonable hours every day except Sundays and holidays; Faneuil Hall, the "cradle of liberty," in and around which so many stirring events have occurred, where the citizens of Boston have assembled in times of popular excitement, and the voices of many great orators, both local and national, have been heard from its platform. The building is open to visitors free of charge. Other points of interest in this part of the city, are the City Hall, the Custom House, the magnificent Post-Office, the newspaper offices, the theatres, the great retail stores and the busiest sections of the city on Washington and Tremont and intersecting streets.

The finest locality in Boston at present is the Back Bay District. Originally it was a salt marsh, where the tide formerly ebbed and flowed over shallow flats, broad avenues bordered by stately residences, magnificent churches, museums, libraries, hotels, club houses, and public institutions now exist, and here the wealth, culture and fashion of the city is congregated. The



chief points of interest to a visitor in this section are: Boston Natural History Museum, to which admission is free Wednesdays and Saturdays; Massachusetts Institute of Technology; Museum of Fine Arts, admission free Saturdays and Sundays; Trinity Church, New Old South Church, the new Public Library building, and many others. Commonwealth Avenue, running through the centre of the Back Bay, is 240 feet wide with a pathway in the middle in which are statues of William Lloyd Garrison, General John Glover, Alexander Hamilton and Lief, the Norseman.

Before the Back Bay was filled in and became the fashionable residence quarter of the city, the region between Beacon and Leverett streets and extending from Scollay Square to the Charles River was the abode of the wealthy and fashionable. It was known as the West End, and although that term now includes the Back Bay too, this region is in distinction often called the Old West End. That portion of it on the slopes of Beacon Hill still contains numerous fine residences, and is the abode of many old Boston families and substantial middle-class people. It includes the whole of Beacon Hill, and has many steep hill-side streets. The literary life of Boston centered here in the past, and some of the famous books that made the reputation of the city as an intellectual centre were written here. The historians, Prescott, Motley, and Parkman, the genial and versatile Dr. Oliver Wendell Holmes, Richard Henry Dana and Charles Sumner, all lived and worked in this locality. At present the locality is the home of many of the best known writers, preachers, jurists, and representative men in the city. This is one of the finest sections of the city for the stranger to roam through. It has neither the stateliness and wealth of architecture found in the Back Bay, nor the squallor, dinginess and shabbiness to be found at the North End and South Cove, but is characterized by a substantial, solid, complete appearance, that to many has a greater charm than the magnificence of the new houses of the Back Bay.

That region of Boston lying between the mouth of the Charles River and a line drawn from Faneuil Hall to the Boston and Maine passenger station is known as the North end. It is *the north end* of the peninsula, and the name is therefore very appropriate.

That portion of Boston south of Dover Street, and east of the Back Bay and extending south to the Roxbury district, is commonly known as the South End. Of public institutions the South End has the English High and Latin School, on Dartmouth and Montgomery streets and Warren Avenue; the Girls' High School, on Newton Street; the New England Conservatory of Music, on Franklin Square; the buildings of Boston College, Harrison Avenue, Boston City Hospital, Harrison Avenue, Boston University, School of Medicine, and Massachusetts Homœopathic Hospital on East Concord Street, and many others.

South Boston is a peninsula stretching out into Boston Harbor and lies eastward from the South End. It was originally known as Dorchester Neck, and was in the limits of the town of that name until in 1804 it was joined to Boston. The entire peninsula is covered with residences and is one of the chief sections of the city. There are several notable public institutions in South Boston, the most famous of which is the Perkins' Institution and Massachusetts School for the Blind; the Boston Lunatic Hospital, First Street; the Carney Hospital, Old Harbor Street, a worthy Catholic institution; the School for Idiotic and Feeble Minded Children. At City Point, the

extremity of the peninsula, are many saloons, restaurants, small inns, and landing-stages where boats and yachts may be hired for harbor-trips. Here, also, is the Boston Yacht Club's house. City Point looks right out on the harbor and the numerous islands and hundreds of yachts have their moorings here. The seaward extremity of City Point, has been devoted to the purpose of a marine park. It at present embraces about forty acres of beaches and adjoining lands. An iron pier has already been constructed more than a thousand feet in length, and it is still being built further out into the water. The original plan of the park involves the use of Castle Island, which lies out in the harbor a short distance off the Point, and would require the extension of the pier to that island and the filling in of the intervening flats to some extent.

To the north-east of Boston, across the Harbor, is East Boston. The territory it occupies is an island and was originally known by the name of Noddles Island. In 1830 it was annexed to Boston and has developed into one of the most populous parts of the city.

Eastward across the mouth of the Charles River from Boston is Charlestown, which was an independent municipality until 1873, when it was annexed to Boston. The principal attractions for visitors in Charlestown are the Bunker Hill Monument and the Navy Yard. The Bunker Hill Monument is 221 feet high, and is built of Quincy granite. It is easily reached from the centre of the city by street cars. The United States Navy Yard is situated almost at the foot of Bunker Hill.

The city of Roxbury was annexed to Boston in 1867 at which time it had a population of 30,000. It is situated directly south of the main portion of Boston and originally was at the mainland extremity of Boston Neck, bordering on the South Bay. Roxbury contains many beautiful localities. It has broad, shaded streets and many beautiful residences. Roxbury highlands are especially beautiful and attractive. The West Roxbury District is the most rural portion of the city, and contains within its limits the larger part of the new system of public parks, Franklin Park, the Arnold Arboretum, and Jamaica Pond. Here are also located Forest Hill, Mount Hope and Mount Calvary Cemeteries. Jamaica Plain, a picturesque suburban locality, is a portion of the West Roxbury District.

The southeast portion of Boston lying along Dorchester Bay, and east of Roxbury, is the Dorchester District. It is a diversified tract of country abounding with hill and dale, and has been for years one of the most important of the many beautiful suburban residence localities in Boston.

The most extreme eastern part of the present territory of Boston is the Brighton District. It is reached through the Back Bay by Beacon Street and the continuation of Commonwealth Avenue, along the Bank of the Charles River, and lies south of Cambridge. Brighton was formerly a part of Cambridge, but was set off as a separate town in 1807. It became a part of the city in 1873. There are many beautiful localities in Brighton, its streets are pleasant and shady, and many of its avenues afford pleasant drives. Along Beacon Street over the "Mill dam" and the Brighton Road has always been a favorite drive for Boston people.

Boston has an admirable system of public parks. The Common and Public Garden, with many minor parks supply the central part of the city. An elaborate general system of parks with connecting parkways extending from the Public Garden, through Common-





SCENES AT NANTASKET, ONE OF BOSTON'S GREAT POPULAR SHORE RESORTS.

wealth Avenue to the Back Bay Park, thence to Jamaica Pond and the Arnold Arboretum in Roxbury; thence to Franklin Park, and finally by Columbia and Boston streets, across Dorchester and along the shore of Dorchester Bay to the Marine Park at City Point, South Boston, is contemplated and already largely accomplished. The largest and most important of the new parks is Franklin Park, situated in the West Roxbury District. It contains 518 acres and has a great diversity of surface within its limits.

On the flats at the west end of the Back Bay District, are the Back Bay Fens, reclaimed from the previously existing salt marsh, and into which the tides from the Charles River still flow, while the waters of Muddy River flow through them.

In 1881 the Legislature authorized the construction of a parkway 200 feet wide along the Charles River from Leverett Street where Cragie's Bridge crosses the river to Cottage Farm bridge, a distance of almost three miles. So far only that portion between Cragie's Bridge and the West Boston Bridge at Cambridge Street has been completed. Here the embankment is now laid out with walks, drives, paths and ornamented with shrubbery and turf. An outdoor gymnasium has also been established here.

The most important independent community in the vicinity of Boston is the city of Cambridge. While the neighboring and adjoining cities of Charlestown and Roxbury have found it to their interest to become integral parts of the great city, Cambridge although



as closely connected by physical conditions has so far chosen to remain apart. Nevertheless for all practical purposes of business or pleasure Cambridge is essentially a part of that great community the larger portion of which is now included under the name of Boston, and is so despite the fact of a separate municipal government. Cambridge's principal claim to distinction is that Harvard University is here located. Within its limits also is Mount Auburn; the first of the kind and the model for all "rural cemeteries" in the country. The Washington Elm, on Garden Street, south side of the Common is one of the features of Cambridge that visitors are always anxious to see. "Under this tree Washington first took command of the American Army, July 3, 1775."

Situated at the mouth of the Mystic River, just north of East Boston and Cambridge, and across the harbor from Boston is the city of Chelsea. A ferry connects Boston with Chelsea. Like the other places in the near neighborhood of Boston, it is a residence section for people who work there, and its quiet streets and excellent situation adapts it very well for this purpose.

The development of Boston as a great commercial city, whatever stimulus it has received from other sources, has been very largely owing to the fact that it is situated on a splendid harbor. Its approaches are easy and safe, there is ample width and depth at the various entrances, while the different roadsteads afford safe harborage and anchorage ground. The "interior water space is large, but is divided by chains of islands into basins which offer sufficient room for the heaviest ships to ride freely at anchor and sufficient tranquillity for the frailest fishing boat." Boston Harbor includes Dorchester, Quincy, and Hingham Bays and the lesser ports of Chelsea, Cambridge, Milton, Quincy, Weymouth, and Hingham are all situated on it. The greatest length of the harbor is about ten miles and its width five miles. Between the wharves of Boston and the sea there are seventy-five islands and islets, fifty notable projections of the mainland with bays between them, some of which are the mouths of streams and there are a great many shoals and reefs which are exposed or upon which the sea breaks at low water.

**NANTASKET BEACH.**—The most popular sea-shore resort in the vicinity of Boston is Nantasket which has gained its reputation by a rare combination of nature and art. The beach is a stretch of shore four miles in length situated on the seaward side of a narrow peninsula which extends from the mainland of Plymouth County to the main entrance into Boston Harbor, and is a great natural breakwater enclosing the whole southern portion of the harbor. There are many summer hotels and residences on the peninsula, and the place affords unlimited opportunities for recreation either to permanent sojourners or transient visitors.

The beach is one of the most beautiful in New England. The surf rolls in unbroken by rock or barrier for the whole distance of four miles. At high tide the water comes nearly to the steps of the buildings which stand along the shore; at low tide a dozen carriages may drive abreast upon the broad sands. The slope of the beach is exceedingly gentle and uniform, there is no undertow, and the bathing is perfectly safe. At the north the peninsula ends in a rocky promontory, Point Allerton, and then extends westward for a mile or more in a knob-shaped hilly mass. Here is the little seaside village of Hull about which and its inhabitants many quaint stories are told.

From Boston, Nantasket can be reached either by rail or steamer. By the former way, starting from the Old Colony Station on Kneeland Street, the road runs for several miles near the shores of the harbor and passes through a picturesque country replete with historical associations. At Braintree the track divides, and the South Shore branch passes through Weymouth and Hingham. Eighteen miles from Boston it connects with the Nantasket Beach Railroad, which runs the entire length of the promontory, its terminus being at Windmill Point, near Hotel Pemberton. The trip from Boston this way is made in about forty-five minutes. The most enjoyable way, however, to go to Nantasket is by boat as thereby one has an opportunity of observing the beauties of Boston Harbor, passing among the many islands and obtaining fine views of the city, South and East Boston.

A delightful drive may be enjoyed along the Jerusalem road, from the South Shore to Nantasket, through a picturesque country, diversified by hill and valley, rock and lawn, with frequent charming glimpses of the sea.

**DOWNER LANDING** is a popular excursion resort, picturesquely situated on a point at the mouth of Hingham Harbor. It is one of the regular landings for the steamers to Nantasket. At the head of the pier is a large hotel, the Rose Standish House, and on the hill beyond are many pretty summer cottages. The natural attractions here have been largely supplemented by improvements, nearly half a million dollars having been spent on the grounds and surroundings since 1870. As a result the place is one of the most attractive on Boston Harbor.

**MELVILLE GARDEN** is really an annex of Downer Landing, as it is reached by a covered walk 450 feet long leading from the Rose Standish House. It contains about twenty acres of groves, shrubbery, hills, and ponds, provided with all manner of means for summer enjoyment and comfort. Pavilions and arbors are found in all the pleasant nooks, numerous boats float on the ponds, while there are bowling alleys, shooting galleries, flying horses, circular railways, swings and other popular sources of amusement. Many societies make Melville Garden their Mecca on their summer pilgrimages. Here clam-dinners are served after the Rhode Island fashion.

**WINTHROP** is a beautiful peninsula that forms the northern side of the outer portion of Boston Harbor. It is within five miles from the centre of Boston and is reached by the trains of the Boston, Winthrop and Shore Railroad. This railroad forms a loop, running around the peninsula and returning to the starting point Winthrop Junction, where connection is made with the Boston, Revere Beach and Lynn Railroad. Trains run around the loop in both directions from the Junction, and stop at nine stations, so that every part of the peninsula is within a few minutes walk of the railroad. During the summer half-hourly trips are made. Winthrop contains 820 assessed acres, and has a water frontage of eight miles. The town ranks ninth among the 348 cities and towns in the State of Massachusetts as regards valuation per capita, and the percentage of illiterates is one of the lowest in the State, being but 1.77. Ninety-seven per cent. of Winthrop resident real-estate owners are American-born. The death rate of Winthrop is one of the lowest in the State. Being nearly free from manufactures,—there being only one employing about twenty hands,—Winthrop is a very desirable place of residence, for people doing business in Boston.





GREAT HEAD, WINTHROP, MASS.

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### BUSINESS MEN

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Winthrop's progress and growth during the past seven years have been very rapid and marked. Three hundred and seventy three dwellings have been built,—an increase of 90 per cent. But two other towns in Massachusetts have equaled this growth in the same period. Four churches have been erected, making the whole number seven. The school accommodations have been trebled; pure water for domestic use and fire protection has been introduced,—a pressure of seventy-five pounds rendering fire engines unnecessary. An efficient fire department and an electric fire alarm system have been established. The streets are lighted by electricity, which is also supplied for house service. The circuit line of the Boston, Winthrop & Shore Line Railroad is now in perfect running order, half hourly trains are run and stops are made at the nine stations of Pleasant Street, Ingalls, Winthrop Centre, Thornton, Winthrop Beach, Shirley, Ocean Spray, Highlands and Cherry Street. A system of sewerage has been provided for that section of the town which requires drainage. These improvements have been carried out with a tax rate averaging for the seven years \$11.76 per thousand. During the past ten years the percentage of debt to valuation has decreased from .078 to .019. No revenue from liquor license has contributed to this result, the total number of votes cast in favor of license during the past six years being fifteen, and against license, 1,371. Winthrop being situated on the north side of Boston Harbor, and within the influence of the ocean currents, which remain at about the same temperature throughout the year, has an atmosphere at least in 15° cooler in summer, and 5° warmer in winter, than places ten miles inland. Point Shirley the extremity of the peninsula of Winthrop is just across a narrow strait from Deer Island where the penal institutions and the almshouse of the city of Boston are located.



**THE REVERE BEACHES.** — The long stretch of sandy shore fronting on Boston Bay, between Winthrop and Lynn forms the coast of the town of Revere, and now has many popular summer localities. The Boston, Revere Beach and Lynn Railroad, a narrow gauge line ten miles long, runs along this beach, and trains stop at every place of any consequence. The starting point is East Boston, and connection is made with Boston by ferry. During the summer the trains run either way every fifteen minutes the greater part of the day. Crossing East Boston, passing the sea side park at Woods Island, the trains after a run of three miles reach Winthrop Junction where connection is made with the Shore Railroad around Winthrop. The next station is Beachmont, in the neighborhood of which

**LYNN.**—Twelve miles from Boston, by the Eastern Division of the Boston and Maine Railroad, is the City of Lynn. It has a population of about fifty thousand persons, and is the most important shoe manufacturing centre in the country, one quarter of the entire population being engaged in this business, and the annual product amounts to more than twenty million dollars in value. The Anderson Hotel on Central Avenue, a fine new four story brick edifice, is a popular and commodious house, and is a convenient stopping place either for business men or for summer travelers to the beaches in the near neighborhood or further along the coast.

**NAHANT.**—Twelve miles distant from Boston is the peninsula of Nahant, rising in the highest point to



BOSTON HARBOR, LOOKING TOWARD CHELSEA AND THE NAVY YARD, CHARLESTOWN.

on the hilly point to the eastward are many summer residences. For the next five miles the railroad runs directly on the edge of the beach, and fine views of Boston Bay, Lynn Harbor, Winthrop, and Nahant are obtained while the trains speed along. Landward are wide salt marshes. The principal resorts along this shore are Crescent Beach, Oak Island, and Point of Pines. At Crescent Beach are a number of hotels and cottages, and at its outer end is a long and substantial landing pier. Oak Island is a popular picnic and society resort. At the Point of Pines is a large hotel, and here great spectacular plays are frequently given, while the place is provided with all the usual requirements for popular amusements. All these places are named on account of certain natural characteristics.

150 feet above the sea. It has a rocky coast and is connected with the city of Lynn by a long narrow isthmus, which on the seaward side has a fine beach about two miles long, on which the surf rolls in grandly. The peninsula is mainly occupied by summer residences. Nahant was the first fashionable seaside resort in the vicinity of Boston, and it still maintains its renown as a residence resort, its stately mansions being tenanted by some of the oldest and most blue-blooded Boston families. Frequent allusion to the rock-ribbed peninsula may be found in the writings of many famous New England authors—Emerson, Longfellow, Hawthorne, Whittier, Agassiz, Webster, Prescott, Motley, Hale, Howells, Lowell, and others have admired its beauties, and celebrated its scenery in song and story.





## THE BASS POINT HOUSE, NAHANT.

A lovely spot for a day's outing. Not within an easy journey of Boston and the principal cities of eastern New England can there be found a more attractive resort for a day's pleasure than charming sea-girt, rock-bound Nahant.

One may take a swift and commodious steamer from Battery wharf, Boston, three times daily, enjoy a delightful sail down the picturesque harbor; past the islands, the forts, the public institutions, and, rounding Great Head, leaving Ocean Spray, Beachmont and Crescent Beach to the left, be landed in an hour upon the very tip of Nahant. Or, journeying to Lynn via the Eastern Division of the Boston and Maine Railroad, find fast horses and comfortable barges in waiting to convey passengers to Nahant, the ride being along the entire length of magnificent Lynn beach, an isthmus two miles long, yet hardly wide enough for carriage travel, upon one side of which lie the calm blue waters of the harbor, while upon the other beat the rough waves of the great Atlantic. Every moment of the ride is delightful. Arriving, one may ramble along the shady country streets, view the grand estates, climb the rocks or wander upon the beaches, and visit with profit and pleasure such unique natural wonders as

Spouting Horn, Swallow's Cave, Pulpit Rock, Maiolis Garden, etc.

All these attractions are within easy distance of Nahant's oldest and most famous hostlery, THE BASS POINT HOUSE, presided over by Mr. Jas. H. Anderson, also proprietor of the popular Anderson Hotel, Lynn. "The Bass Point" is situated on a grand plateau, at the end of which the noble Bass Point juts far out into the sea, commands a wide, sweeping ocean view and is always fanned by cool and bracing breezes. Here may be enjoyed boating, bathing, fishing from the rocks, lawn games, sea shore sports, etc., and here only may be obtained the celebrated Bass Point shore dinners at which are served at a moderate price all varieties of fish fresh from the water, sea food and all the delicacies of the season. A new feature at this house will be the serving of delicious chicken and steak dinners, prepared in the highest style of the culinary art. There is ample piazza rooms, cool shade trees, cozy private dining rooms, music room, cafe, etc., convenient picnic grounds, a new, large and convenient stable in charge of Mr. J. W. Young of Lynn. At the Bass Point House may be enjoyed, in the fullest sense, a day of rest and recreation.





HOTEL NAHANT, LYNN BEACH.

**HOTEL NAHANT.**—At the landward end of the long Lynn beach is the picturesque Hotel Nahant. It is within fifteen minutes' walk of the central part of the city of Lynn, but the house itself is just over the border in the territory of Nahant, as the long isthmus and the beach are wholly in the limits of that town. The terminus of the Lynn & Boston Electric Railroad is in the grounds of the hotel, while stages run from this point down to Nahant.

The hotel is a large four story building about one hundred and fifty feet square, seated directly at the edge of the beach. At the south end is a two story ell 100 x 75 feet in dimensions. Broad covered piazzas encircle the main building for two stories on the front and sides, and also extends on the beach side of the ell. On the front, looking toward Lynn, is an extensive porch about forty feet square, the roof of which forms an extension of the piazzas on the second stories. The upper portion of the main building is reserved for permanent and transient guests, the rooms are light and airy, single and en suite, finished in cherry and polished woods, and tastefully furnished in old oak. Every room is provided with fire escape ropes, and every window has moveable wire screens to keep out sand-flies and mosquitoes, and electric bells are in every room or suite. Double parlors open out on the piazza and the top of the porch on the second story. At the front of the house, as one approaches from Lynn, the offices are located, and opening out of them is the large dining-room, the whole width of the house, and overlooking the water on both sides. It is elegantly appointed and is provided with sixty incandescent electric lights.

On April 8 of the present year, the hotel came into possession of Mr. M. D. Fitzgerald, who has had eighteen years' experience as a caterer in some of the best houses in New York, Connecticut and Massachusetts, and since then the entire structure has been thoroughly renovated and refurnished, some additions built, and the house altogether put in as good condition as when new. The kitchen, the store rooms and the laundry are perfectly appointed. On account of the situation the drainage is excellent. The table water is obtained from an artesian well on the premises. The house is to be open hereafter all the year round, and before winter sets in will be heated by steam throughout. Mr. D. C. Finley, who has had an extensive hotel experience, will assist Mr. Fitzgerald as clerk of the house.

The view from the hotel is superb in all directions. From the beach side the observer looks directly eastward out on the Atlantic Ocean, to the northeast is Swampscott with its beautiful residences and hilly

shores, while southward is Nahant, and between these points is Nahant Bay with Egg Rock Island and its light-house rising up conspicuously out of the water. From the front and the other side of the house the harbor of Lynn and a large portion of the city is in sight, while the Revere beaches are plainly visible.

In front of the hotel is the beautiful Lynn beach, stretching away for two miles to Nahant. It is perfectly safe for bathing at all time. A short distance beyond the hotel is the bathing pavilion with eighty-one rooms. Between the hotel and the beach is a broad wooden-floored plaza open to the public, and provided with seats, and on the sands in front are various attractions for popular amusement and convenience: A fruit, toy and confectionery pavilion, flying horses, a dancing pavilion, an electric tent, and a circular gravity railway. The two story annex to the hotel is provided with an ice cream saloon, a barber's shop, toilet rooms and a number of private parlors for the convenience of visitors to the beach. On the premises is a good stable with stalls for thirteen horses. The dimension of the entire grounds occupied by the hotel and adjacent structures is about 500 x 250 feet, with the beach on one side and the road to Nahant on the other. The house is well provided with means for the entertainment of permanent and transient guests, while the beach with its varied attractions will afford plenty of amusement at any time to a visitor for an hour or two.

**SWAMPSCOTT** is now a well-known summer resort, between thirteen and fourteen miles distant from Boston, by rail, and within three miles of the city of Lynn. A spacious, handsome, and shady avenue, running along the shore, connects Lynn with Swampscott, and for nearly a mile the elevated and rocky shore is studded with villas having fine grounds and with excellent facilities for boating and sea-bathing at their doors. Swampscott is on the north side of Nahant Bay. Following the road along the shore, beyond the fishermen's houses, the promontory of Lincoln Point is reached. And from here may be seen the peninsula of Nahant, to the south, with Egg Rock in the foreground, while along the shores of the bay intervening, are many stretches of beach with residences picturesquely situated on elevated points. Swampscott has three beaches, known respectively as King's, Fisherman's and Whale's, which, though comparatively small in size, are yet admirably adapted for bathing. The water is said to be warmer here than at Nahant and Rye Beaches, and there is no undertow. A mile or two beyond Swampscott is Phillips Beach, and overlooking it is Beach Bluff from which a magnificent view of the surrounding coasts is had. Within a mile of Beach Bluff are Clifton and Clifton Heights, summer settlements with a total of from sixty to eighty residents.

**MARBLEHEAD.**—This is an old fishing town situated on two small rocky peninsulas, connected by a narrow strip of sand and pebble. It is about eighteen miles from Boston. The town was incorporated in 1635, and was once the second place in New England in wealth and in the extent of its foreign commerce. The principal industry now is the manufacture of shoes. Marblehead is the scene of Whittier's poem, "Skipper Ireson's Ride." The beaches here are small and covered with pebbles. The longest is less than a mile in length, and is the scene of Hawthorne's essay, "Footprints on the Sand," and Longfellow's poem, "Fire of Driftwood." A romance occurred here in colonial times, which has been celebrated by Dr. Holmes in his poem entitled "Agnes," and by Elias



Nason in a prose monograph; the story is that Sir Harry Frankland fell in love with Agnes Surriage, maid at the Fountain Inn, carried her away with him but did not make her his wife until she had been the means of saving his life in Lisbon in the terrible earthquake of 1756. Bymer's historical novel "Agnes Surriage," recounts this story in an interesting manner. Marblehead Neck, a picturesque peninsula four miles long and half a mile wide, lies across the harbor from the town, and is now a popular summer resort. The harbor is one of the best on the coast and is very popular with yachtsmen. The Eastern and the Corinthian Yacht Clubs have houses on its shores.

**SALEM.**—This city is sixteen miles from Boston, and is situated on a long peninsula between two inlets, northeast of the peninsula of Marblehead. Here the Massachusetts Bay colonists first located before establishing themselves at Boston. A popular frenzy,

known in history as the witchcraft delusion, prevailed in Salem in the year 1692, and during the time of its continuance, sixteen months, nineteen persons, mostly women, were executed as witches. Salem was the birthplace of Gen. Israel Putnam, Timothy Pickering, John Rogers the sculptor, Benjamin Pierce the mathematician, W. H. Prescott the historian, Nathaniel Hawthorne the novelist, and a number of other distinguished men. The population of Salem by the census of 1890 was 30,801. The eastern division of the Boston and Maine Railroad passes through Salem: a branch runs from Salem to Marblehead, one runs to Lawrence and another to Wakefield. A branch of the Boston and Maine also runs from here to Lowell. On this line, two miles from Salem, is the village of Peabody, a thriving place about one third the size of Salem. Here the celebrated philanthropist George Peabody was born.



GLoucester, MASS.

## CAPE ANN.

At Beverley, the next station on the Eastern division beyond Salem, the Gloucester branch, running the whole length of Cape Ann, connects with the main line. The peninsula, of which Cape Ann is the extremity, is from fifteen to seventeen miles in length. It encloses Massachusetts Bay on the north. The general appearance of Cape Ann is rocky in the extreme, and the whole peninsula is astonishingly diversified with hills, hillocks, ledges and boulders. "Here and there, like a caprice of nature, are bits of idyllic beauty, a quiet little nook by a brook side, or a pool reflecting the blue sky on its quiet bosom, unconscious of the raging ocean close at hand." The Cape is now much resorted to during the summer by visitors from all parts of the United States. Hotels, boarding houses, and elegant summer residences are becoming numerous along its shores, and it has several well-known resorts, Manchester-by-the-Sea, Magnolia,

Beverly Farms and Pigeon Cove beside the city of Gloucester and the town of Rockport. One of the finest drives in New England is "around the Cape" from Gloucester past Bass Rocks and Long Beach to Rockport and Pigeon Cove, then to Lanesville, Bay Views, Annisquam and Riverdale, and then back to Gloucester. The road nearly the whole distance is in sight of the sea, and lead high along the rocky coast.

**BEVERLY FARMS.**—The first important station on the railroad reached after leaving Beverley, is Beverly Farms, although to this point the road passes many summer residences. Beverly Farms is an aristocratic resort, and its mansions are chiefly tenanted by Boston families.

**MANCHESTER-BY-THE-SEA.**—Two miles beyond Beverly Farms situated on a snug little harbor is a quaint old maritime village. It has been a favo-





LONG BEACH, LAND'S END.

rite resort of authors and actors and references to it are found in Professor Tenny's novel "Coronation," in Admiral Porter's "Allan Dare and Robert le Diable" and in William Black's "Green Pastures and Piccadilly." The place is famous for its singing beach, whose sands when walked upon or struck give forth a musical sound. The name Manchester-by-the-Sea, was given to the place by James T. Fields, the well known publisher.

**MAGNOLIA**, now a famous and charming summer resort is situated on a rocky point several miles from the railroad station of the same name and is a place of summer residences. A short distance from Magnolia are Rafe's Chasm, a deep fissure in the rock, and the Reef of Norman's Woe, the scene of Longfellow's poem, "The Wreck of the Hesperus."

**GLOUCESTER**, a city with a population of 24,651, according to the census of 1890, is the principal place on Cape Ann, and is situated about four miles from its extremity. It is famous as a fishing port, and has preserved that character since it was first settled in 1692. The fishermen from here are mostly engaged in the New Foundland fisheries. Since 1830 over three hundred vessels and more than two thousand lives have been lost in the fisheries, and hardly a season passes that several vessels are not lost in some one of the storms that sweep over the Banks. Between seven and eight hundred vessels are engaged in the business, most of which are two-masted schooners. The city is situated at the head of a deep and commodious harbor. In the neighborhood of Gloucester are summer residence resorts of Bass Rock, East Gloucester, and Eastern Point, and there are several good hotels in these localities.

**ROCKPORT** is a little seaport at the extremity of Cape Ann, and it is the terminus of the Cape Ann branch of the Boston & Maine Railroad. The town lies among the rocky hills at the head of Sandy Bay, an exposed harbor open to the northeast. A breakwater 9,000 feet in length now protects the harbor in this direction and renders it comparatively safe when winds prevail from that direction. The population is about four thousand, who are chiefly engaged in quarrying granite. Off the end of Cape Ann, near Rockport is Thatchers Island on which are the Cape Lights, two light-houses, 112 feet high and a third of a mile apart, both provided with powerful Fresnel

lights. From Rockport great quantities of granite are shipped to all parts of the country.

**LAND'S END** is the most southeasterly point of the town of Rockport, and is the easterly extremity of Cape Ann, alluded to by Sir Ferdinando Gorges as the "out-stretched arm" of the Bay State. It is thirty-six miles from Boston, on the Eastern railroad, a little over an hour's ride by the quickest train. It is directly opposite Thatchers Island, and was formerly known as "Emmons" or "Emerson's Point." The name of "Land's End" has been given it by the present proprietors in recognition of its prototype in the County of Cornwall, England, which, being the westernmost point of Great Britain, is the last bit of land seen by many of the steamers leaving England and bound for this country. Thatchers Island, with its

twin light-houses, just off this point of Cape Ann, is the first land seen in approaching America. There is therefore a peculiar appropriateness in thus christening a spot so closely associated with its English namesake.

The Land's End Associates have here acquired about five hundred acres of land, of greatly diversified character, comprising hill, vale and plain, rocks, cliffs, green fields and woods, two hard sandy beaches, and the well known landing place "Loblolly," now "Lamorna Cove." The estate has been greatly improved during the last two years. Excellent roads have been built, and thoroughly underdrained, which have received quaint Cornish names like those around the English Land's End. Numerous desirable house-lots varying greatly in character have been laid out, and a number of beautiful residences have been built by well known gentlemen.

The Turks Head Inn, kept by Mr. F. H. Nunns, formerly of the Bass Rock Hotel, occupies a commanding position on the bluff, and affords a magnificent view extending from the Isles of Shoals nearly to Cape Cod. Twelve different light-houses may be seen from it, in favorable atmosphere. It is an E shaped building facing nearly west, of picturesque and tasteful design, modified from the early English type. The architect was Mr. H. M. Stevenson, of Boston.

A few minutes' walk from the hotel is "Cape Beach" with its bathing pavilion of fifty rooms. Here, surf bathing is both fine and safe. Dividing the beach at high tide is "Cable Head," the landing place of the Bennett-Mackay transatlantic cable, the office of which is at the hotel. Further on toward Gloucester, beyond "Cape Hedge," is "Long Beach," the two together measuring about a mile in length. Still water bathing is also to be found at the smaller protected beach at Lamorna Cove. Here also is the landing place, with free moorings for boats, large and small, and a competent boatman in attendance. Yachtsmen will find, just beyond, thirteen feet of water at low tide. The approaches are bold and free from all obstruction. The headland, offering to the sea a bold, rocky front, is covered in summer with a profusion of wild roses, and the woods become glorious with mountain laurel. With the contrasted shades of green fields and woods near by, the rolling surf, and the brilliant sapphire-like blue of the deep water, the Inn and tasteful private residences in the background, the islands and their



light-houses, and a myriad of sail in full view, the scene is one of singular and impressive beauty.

**PIGEON COVE.**—About two miles from Rockport, on the extreme north-easterly tip of Cape Ann, is the summer resort of Pigeon Cove. Stages connecting with the trains run from Rockport, the road lying along the face of the rocky coast like a shelf, and passing many of the great granite quarries. Since 1840 the locality has been a place of summer habitation for wealthy and celebrated people, and at present there are a considerable number of summer cottages and several hotels and boarding houses. The forests and the shores in the vicinity possess many features of natural beauty.

**NEWBURYPORT.**—The city of Newburyport, thirty-seven miles from Boston at the mouth of the Merrimac River is probably the most antique looking town in New England. It has about 14,000 inhabitants, and is one of the oldest seaports on the coast, the parent town of Newbury having been founded in 1635. Some manufacturing is now carried on. "Though she were, indeed, famous for nothing else. Newburyport would have to be so for the excellence of her situation. For she lies on a ridge at the mouth of the Merrimac, and at the extremity of that long line of the Essex beaches, which are unrivaled for their splendor of scenery and their storied interest—a stretch of coast beginning with the surg-eaten cliffs of Nahant, that rise some hundred and fifty feet above the sea, the first of all our beaches chosen for pleasuring; running down the long Lynn shores, and over the old Swampscott headland of Black Will's Rock, where the Atlantic blows and beats an open reach from Europe to America; down the beautiful Beverley beaches, and past the singing beach of Manchester, a wonder of the world; then across the immense Cape Ann cliffs, till it ends just beyond the Merrimac in the smooth level of the Salisbury Sands."

**SALISBURY BEACH** is four miles from Newburyport, from which it is reached by stage during the summer. The beach stretches some six miles in length between the Merrimac and Hampton rivers, and is composed of smooth, hard sand excellently



CABLE HEAD, LAND'S END, ROCKPORT.

adapted for driving. The locality is famous as the scene of Whittier's poem "The tent on the Beach." During some day in August each season thousands of people from up the country assemble on the beaches, enjoy the bathing and listen to speeches on questions of the day by leading public men and famous orators.

**HAMPTON BEACH.**—Beyond the Salisbury Sands, on the north side of Hampton River is Hampton Beach. Whittier describes the locality in his poem of "The Wreck of Rivermouth." Hampton Beach is three miles from Hampton station on the Eastern division, where conveyances are in waiting during the season to "Boar's Head," a bold bluff sixty or seventy feet in height, which juts out into the ocean about a quarter of a mile, and is the nucleus around which cluster the hotels and cottages. The beach stretches away from Boar's Head on either side; on the south three-quarter's of a mile away, is Hampton Lower Beach; on the north the beach extends to Little Boar's Head, about three miles distant. These beaches are composed mainly of smooth, hard sand, which form, when the tide is out an excellent driveway; they are also excellently adapted for bathing, on account of their smoothness and the absence of undertow, while there is a fine surf. From its highest elevation, which is toward the sea, the Boar's Head slopes gradually to the level of the shore. Several of the hotels are built on this slope. Along the line of these beaches the most of the hotels and residences are built on a strip of land which intervenes between extensive salt marshes and the ocean.

**RYE BEACH.**—Just beyond Hampton is Rye Beach, the most fashionable resort on the New Hampshire coast. It is reached by a drive of four miles by stage from North Hampton station on the Eastern division, or from Portsmouth by a drive of seven miles. Here are a number of small beaches alternating with wave-worn ledges, while to the north a long sandy beach stretches to Straw Point. A delightful surf rolls in, and the bathing is safe and pleasant. From Rye and Hampton beaches can be seen the Isles of Shoals, some ten or twelve miles distant seaward. Magnificent views of the coast are obtained from Boar's Head and Little Boar's Head. The mountain seen to the north is



CAPE BEACH, LAND'S END.



Agamenticus. On this point is the terminus of one of the Atlantic cables and there is here, also, a United States life-saving station.

**PORTSMOUTH** is a quaint and pleasant old city, on a peninsula near the mouth of the Piscataqua River, and is the only seaport in New Hampshire. It is fifty-six miles from Boston, and is on the Eastern Railroad. This place is now much frequented as a summer resort, and has many attractions in the line of picturesque scenery, pleasant drives, fine beaches, and salubrious sea air. Portsmouth is the scene of T. B. Aldrich's "*Story of a Bad Boy*." On Great Island, two miles below Portsmouth, is a historic mansion, the old Wentworth House, the scene of Longfellow's poem, "*Lady Wentworth*." Newcastle, an ancient village on Great Island is now a summer resort of some prominence. On Little Harbor near Newcastle is the Hotel Wentworth, one of the largest summer hotels in the country. Stages run from Portsmouth to Newcastle and the Wentworth, passing to the island over a long bridge. Opposite Portsmouth on Continental Island, in the town of Kittery is the United States navy yard.

**ISLES OF SHOALS.**—The Isles of Shoals consist of eight small islands, nine miles distant from the shore, off the coast of New Hampshire. They are ten miles from Portsmouth, from where they are reached by steamer. The area of the entire group is about six hundred acres, and they are rugged, rocky ledges, rising abruptly out of the water, and diversified by cliffs and crags. The names of the islands are Appledore, Duck, Malaga, Haley's or Smutty Nose, Cedar, Star, White, and Londoner. The last three belong to New Hampshire, the rest to Maine. The largest of the group is Appledore, on which is a large hotel of the same name. There is also a hotel on Star Island. The scenery and stories of these islands have been well described and told by Mrs. C. W. (Laighton) Thaxter, who, in her childhood, lived for six years in White Island Light-house.

**KITTERY.**—Across the Piscataqua River from Portsmouth the Maine coast begins, and three miles distant on the line of the York Harbor & Beach Railroad, is the first shore resort, Kittery Point, an ancient seaside village, now provided with several summer hotels.

**YORK HARBOR AND BEACH.**—Nine miles from Portsmouth is York, an ancient maritime village on the coast of Maine. It is reached from Portsmouth by the York Harbor & Beach Railroad, a branch of the Boston & Maine, built in 1886-7. A mile and a half from the village is the Long Sands, as the beach is called, fronting on the beautiful York Harbor, which is protected from the ocean by the rocky peninsula of Stage Neck. On the other side of the penin-

sula is Short Sands beach where surf bathing may be enjoyed. Long Sands is more than a mile and a half long and is a beautiful strand formed of hard gray sand. Six or seven miles from the beach is Mount Agamenticus, a lofty hill a few miles inland, from which views may be obtained of the whole coast between Capes Elizabeth and Ann, and inland to the White Mountains. Bald Head cliff a perpendicular wall of rock ninety feet in height, is situated on the coast, four miles north of York Beach. More than a score of hotels are located along the beach and harbor, the largest of which is the Marshall House overlooking Short Sands. The sea view from this hotel and neighborhood is magnificent and extensive. An unlimited sea stretch can be observed from Kittery Harbor on the south to Cape Porpoise on the northeast and the inland view is delightful. The pleasure drives and many places of interest—historic and otherwise—make York one of the most delightful places to spend a summer vacation on the coast. The following are a few of the places of interest: Mt. Agamenticus to the north, Cutts and Pepperell mansions at Kittery Point, Kittery Navy Yard to the southwest, Garrison Houses to the northwest, the Nubble "Long Sands" and Roaring Rock (a peculiar geological formation) to the east, Isles of Shoals, Boon Island and Light-house, seaward, the "Old Jail" (an historic relic) to the northwest, and York River, a delightful stream unsurpassed for inland boating and sailing.

**WELLS BEACH STATION,** on the Western Division of the Boston and Maine Railroad is twenty-five miles from Portsmouth. The village lies on an upland plain between the railroad and the salt marshes, and is four miles southeast from the station. A mile and a half beyond the village by the road is the Wells Beach, a long sandy strand excellently adapted for bathing. The coast line of the town of Wells is eleven miles long, most of which is formed of beaches of hard sand, with rocky ledges interspersed, and off the shore at Wells Beach are several hotels.

**KENNEBUNKPORT,** at the mouth of the Kennebunk River, has developed to a great extent since the building of the branch railroad four and a half miles in length in 1883. The old village lies about a mile from the mouth of the river which is formed into a good harbor by two granite jetties. The river affords facilities for boating not excelled in New England. It is winding, comparatively narrow, and is bordered by high bank farms, meadows and woodlands. In the village and neighborhood are about a score of hotels. On the outer shore, west of the mouth of the river, are a number of sandy beaches where surf bathing is enjoyed by the hotel guests and cottagers. A ferry run over to these beaches from the Port. Cape Porpoise another old maritime village, is near Kennebunkport.

## OLD ORCHARD BEACH.

THE most important sea-side resort in the vicinity of Portland, and one of the most famous summer watering-places in the country, is Old Orchard Beach. It is eleven and three-fourths miles south from Portland on the Western Division of the Boston and Maine Railroad. For several miles before the station is reached the road skirts the sea shore, affording views of Scarborough, Pine Point, Prout's Neck, and Stratton Island. Old Orchard Station, and the hotels and residences in its immediate vicinity, are near the centre of the famous beach, the houses being located along the shore and immediately back from it.

This famous beach, one of the finest in the world, is nine miles long from Pine Point to the Saco River. It is evenly inclined and perfectly safe, there being no deceptive holes or rocks. Even at high tide there is ample room for two carriages abreast, and at low tide it is one of the widest and grandest driving and promenade avenues to be found anywhere, being from five hundred to six hundred feet in width. It lies in a deep indentation of the shore, forming nearly a semi-circle. On the right, Fletcher's Neck makes one arm extending far out into the sea, at the mouth of the Saco, dotted with the white buildings of "the Pool" at its



extremity. On the left, the other (arm of the semi-circle) is formed by Prout's Neck, sweeping out into the sea, with Stratton's Island off against it. Between these two encircling points sweeps the grand beach, smooth as a floor.

Seated directly on the beach are many hotels, boarding houses, and residences with public or private bathing establishments attached. These houses are between the beach and a street which runs parallel to it, the railroad skirting this street for several miles.

About half a mile from the beach are the grounds of the Methodist Camp-meeting Association, where meetings are held almost continually during the season. These grounds are situated in the midst of an evergreen grove, where a natural hollow forms a noble amphitheatre, capable of seating seven thousand persons. Here seats are placed beneath the trees, with a grand stand for the preachers, which commands the whole ground. Around this amphitheatre a "camp meeting city" has grown up, laid out in avenues lined with neat little cottages. The National Camp-Meeting and the National Temperance Camp-Meeting are held here in the month of August, and also, at a later season, the Methodist District Camp-Meeting. A fine Methodist Church now stands near the upper entrance to the grounds. A horse-car railroad was put in operation from Old Orchard to Saco and Biddeford in June, 1888. Special localities have been given distinctive names, among them being Cottage Grove Park, covering a large area contiguous to Cottage Grove; and Central Park on the southeast side of the Old Orchard road. This entire tract is called the Highlands from its elevation, and commands an extensive view.

The Orchard Beach Railroad runs trains with open cars, from the Boston and Maine station, along the beach, to the Saco River, a distance of several miles, commanding fine views of the ocean and of the surf

breaking on the beach. The portion of the beach beyond Old Orchard has always been known locally as Ferry Beach. The first station is Ocean Park, the Free Baptist Camp Ground.

A short distance beyond Ocean Park, the Railroad crosses Goose Fair Brook, which is the dividing line between Old Orchard and Ferry Beach. The next station is Bay View. Then follows Ferry Beach Park, which has been fitted up by the Boston and Maine Railroad with walks, rustic seats, and pavilions for amusements, making one of the most delightful and comfortable picnic groves in the state. Just beyond is Camp Ellis, the terminus of the road at the mouth of the Saco River, where the trains connect with a steamer which conveys passengers across the river to Biddeford Pool. This trip forms a delightful excursion. It can be varied by making the trip to Saco by the Boston and Maine Railroad, then down the Saco River to Biddeford Pool and Camp Ellis, and return to Old Orchard by the railroad.

**PROUTS NECK** forms a peninsula, with the ocean on one side and a broad estuary on the other, on the opposite shore of which lies Old Orchard Beach, with its many hotels in full view. For many years this neck has been a favorite resort of picnic parties from Portland, Saco, Scarborough, Gorham and other towns.

**PINE POINT** is the name applied to the eastern end of that magnificent beach which extends from the mouth of the Saco to the Scarborough River, and is thus in reality but one portion of Old Orchard Beach, although this part is in the town of Scarborough. It is bordered by a thick growth of Pines, from which it takes its name. There are now sixty or seventy summer residences in this vicinity, and several hotels. It is reached by the trains of the Western Division of the Boston and Maine Railroad.



PORTLAND HARBOR.



# CHAPTER V.

## PORTLAND AND THE MAINE COAST.

PORTLAND—CAPE ELIZABETH—CUSHINGS ISLAND—PEAKS ISLAND—LONG ISLAND—DIAMOND ISLAND—MT. DESERT—  
BAR HARBOR—THE MAINE COAST BEYOND BAR HARBOR.



THE NEW LIBRARY BUILDING.

THE State of Maine abounds in beautiful scenery, both by the sea and inland, and no region has more attractions than the city of Portland and its neighborhood. Portland is situated at the southwest extremity of Casco Bay, on a peninsula which projects from the mainland in a northeast direction, and is about three miles long, with an average breadth of three-quarters of a mile—its narrowest point being scarce half a mile in width. On the southerly side it is divided from the Cape Elizabeth shore by an arm of the bay, called Fore River, which constitutes the inner harbor, having, between Portland Ridge and the Breakwater on one side, and Fish Point on the other, an area of six hundred and seventy-seven acres, and an average depth, at mean high water, of about thirty feet. Vessels of the largest size can enter the lower harbor,

day or night, with forty feet of water at low tide, and lie safely at anchor in that depth, inside of a line connecting the Breakwater with Fort Gorges, and distant not more than one-half mile from the wharves. Commissioners appointed by the Government to examine the harbor say, "The city of Portland stands precisely upon the spot which a careful examination would pronounce to be the best."

On the northerly side the peninsula is separated from the shores of Deering by the waters of Back Cove, —an inner basin of large extent, having a sufficient depth of water, at high tide, to float vessels of considerable tonnage.

The peninsula, therefore, has tide water on either hand, and its shores slope up gradually on both sides to a mean central elevation of more than a hundred feet—thus affording every facility for drainage, and contributing to make Portland one of the healthiest cities in the world. At its northeastern extremity the peninsula rises into an eminence called Munjoy's Hill, having an elevation of 161 feet, and commanding a delightful view of the waters of Casco Bay, its green islands, and the ocean beyond. At its southwestern end the land also rises into a prominence, ending with a bold bluff, called Bramhall's Hill, having a height of 175 feet, and affording an extensive view of farm, forest, village, and mountain scenery,—best seen at sunset.

Between these two elevations the land sags, but at the lowest point, on the central ridge, (the head of Hampshire Street), is still fifty-seven feet above tide water. Along the whole line of this central ridge, from the slope of Bramhall to the outer declivity of Munjoy, Congress Street extends, the backbone of the city, three miles in length. Below it, on the southern slope, and running parallel with it for a part of its length, are, first, Middle Street, a business avenue devoted largely to the retail and wholesale dry goods trade: second, Fore Street, the ancient water street of the city, now devoted to miscellaneous trade; and third, Commercial Street, fronting the harbor, and occupied by wholesale traders in heavy goods.

The whole peninsula from the slopes of Munjoy to the brow of Bramhall, is covered with a network of



two hundred and forty streets, lanes, and courts, aggregating a length of fifty miles, while thirty wharves extend into the harbor and give accommodation to the commerce of the port.

From east to west the city may be divided into several distinctive districts, as follows:—Munjoy's Hill is covered with an almost distinct and independent village, of middle-class residences, having its own churches, schools, and shops. The business of the city centres on the southerly slope below Congress Street, near the middle of the peninsula. The northerly slope, back of Congress Street, along its whole length, is devoted to private residences. The western end, rising gradually to the eminence of Bramhall, is the fashionable quarter, and having been spared by the great fire of 1866, now contains the oldest mansions, as well as many of the newest and most elegant residences. The streets here are all shaded by stately elms, and the houses are surrounded by well-kept gardens and lawns. From the elevation of its site, and the character of its surroundings, Portland commands scenery of the most varied and beautiful description.

Portland has many public buildings, points of interest and pleasant localities within its own limits worthy of a visit. For a tour of the city the best starting place is Market Square, situated on the ridge of the peninsula, about midway of its length, and consequently in the centre of the city. Congress Street runs straight through it on the north side; Federal and Middle streets enter it on the east, with a "heater" between them; Center Street, on the south, offers a direct approach to the harbor leading into Commercial street, the wide water front avenue, affording easy access to all the steamboat lines and their railroad connections; while on the north Preble Street opens a view of Back Cove and the country beyond, as well as an approach to the station of the Portland and Rochester railroad. The horse-cars start here for Deering, and also for the east and west ends of the city. On the eastern side of the Square the space between Federal and Congress streets is occupied by the United States hotel. On the north at the corner of Preble Street, is Music Hall, fitted up for theatrical entertainments. On the opposite corner is the Preble House, one of the best hotels in the city, enlarged from the ancient mansion of Commodore Preble, of naval fame.

Until the summer of 1888 the centre of the square was occupied by a substantial building, formerly the town hall and market which at that time was pulled down to make way for the Soldiers' and Sailors' Monument, designed by Franklin Simmons.

A walk or a ride in the street cars along Congress Street eastward carries the traveler past Odd Fellow's Hall; the rooms of the Young Men's Christian Association; the First Parish Church, a fine granite edifice; the City Government Building, an imposing structure, of good architectural proportions, having a frontage of one hundred and fifty feet, a length of two hundred and twenty-one feet, with corner towers seventy-five feet high, and a central dome swelling up to a height of 160 feet; the Payson Memorial Church with its beautiful spires rising to the height of 175 feet; and the First Baptist Church. At this point Lincoln Park a beautiful little square of two and a half acres is reached. A little distance beyond is the residence of the Roman Catholic Bishop of the diocese of Maine and New Hampshire, in the rear of which stands the Cathedral of the Immaculate Conception, fronting on Cumberland street. Further on the Second Universalist Church is passed, and then the Eastern Ceme-

tery, the oldest graveyard in the city, where many of the rude forefathers of the original hamlet sleep. This is at the foot of Munjoy's Hill a slightly elevation rising to a height of 165 feet above the sea. On the right hand side of Congress Street three-fourths of the way up the hill is the Observatory, a red-shingled tower eighty-two feet high, built in 1807, for the purpose of signaling shipping approaching the harbor. In the three-quarters of a century which have elapsed since its erection, many an eye has been gladdened by the flag thrown out on one of its three flag-staffs, indicating the approach of some long-absent ship; and many a storm-tossed vessel has been saved from wreck by the succor sent out through timely intelligence from this watch-tower, where the sailor's good genius sits up aloft and sweeps the horizon with his glass. Here, for a small fee, the visitor may take a peep through the telescope which swings from the ceiling of the look-out, and observe the ships far out at sea. This is the best place in the city to obtain a good view of the surrounding scenery. Towards the northeast lies Casco Bay, dotted with many beautiful islands. Looking eastward, only four miles distant, the broad Atlantic sweeps with its never-ceasing swell; and a south-westerly view takes in the harbor with its shipping, and the city extending along its narrow peninsula. Northwesterly, Mount Washington may be distinctly seen, towering above the distant ranges of mountains. Descending the eastern slope of the hill the Eastern Promenade is reached. Here a wide avenue encircling the hill about midway of the ascent makes possible charming views of the harbor and island. At the end of Congress Street, on the Promenade, is a monument erected in 1883 in memory of Cleeve, the first settler of Portland.

There are many other buildings and points of interest scattered over the city. On Fore Street, corner of Hancock Street, in the neighborhood of the Grand Trunk Station, is an old square wooden house in which Longfellow was born. The Longfellow monument is located on State Street Square. The Maine General Hospital stands on the brow of Bramhall's Hill. The Western Promenade runs along the brow of Bramhall's Hill, and commands a wide and varied landscape. The new Union Station at the foot of Bramhall's Hill, where Congress Street crosses the railroad tracks was built in 1888. The Portland Public Library, on Congress Street, is a striking structure of Romanesque architecture. In the rear of this building is the museum of the Portland Society of Art. The Portland Society of Natural History has a building on Elm Street. Here it has spacious cabinets, and library and lecture rooms, with every convenience that could be devised for such an institution. The rooms are open to the public.

**E. B. ROBINSON & CO.**—The firm of E. B. Robinson & Co., piano dealers, was established in Portland in 1847, and deal in high and medium grade instruments, at lowest possible prices. This is the oldest piano house in Maine and offers the advantage of long practical experience at the business. Mr. Robinson served his time at Gilbert's factory in Boston in 1842, and is endorsed by Chickering and Oliver Ditson and other leading concerns in whose warerooms he formerly tuned. Nearly 40,000 pianos have been tuned and repaired by him since 1837. This well known and reliable firm invite correspondence from those intending to purchase pianos.

**CAPE ELIZABETH.**—Separated from Portland by the main harbor, Fore River, is Cape Elizabeth, an





# GREENWOOD GARDEN.

Peak's Island, Portland Harbor, Maine.

LUX ENG. CO., BOSTON

C. H. KNOWLTON, MANAGER. — SEE PAGE XX.



extensive peninsula, along the coast of which many fine summer residences are scattered in beautiful situations. The coast is very rocky and picturesque, and the land hilly. South Portland, directly across the harbor from Portland, is now an important suburb of the city, and is the chief place on the cape. Two steam ferries connect it with the city. Portland light is on this coast; it is a fixed light, 101 feet above the sea level. The Cape Lights, otherwise known as the Two Lights, are several miles further west along the coast. These are two iron light-houses, fifty-four feet high, one hundred and seventy-two feet above the level of the sea, built in 1813.

The shore road which leads along the elevated coast of Cape Elizabeth, leads also to the marshes of the Spurwink River, to the Scarboro Beaches, to Prouts Neck and to Pine Point.

**CASCO BAY.**—On the coast of Maine extending from Cape Elizabeth to Cape Small Point, a distance of about eighteen miles, with a depth of about twelve miles, is Casco Bay, which is more thickly studded with Islands than any water of like extent on the Atlantic coast. The islands are of picturesque forms, with elevated, rocky and precipitous coasts while headlands and Peninsulas jut out into the water of the bay from the mainland in all directions. Some of the islands are in clusters, some are coupled together by connecting sand-bars, bare at low tide, while others are solitary and alone. Nearly all of them are indented with beautiful coves, and crowned with a mingled growth of maple, oak, beech, pine and fir, extending to often the water's edge and reflected in many a deep and winding channel. They are of all sizes, from the little rocky islet, covered by the sea at high tide, to those which contain thousands of acres and hundreds of inhabitants. For the most part they rise like mounds of verdure from the sea, forest-crowned, and it is impossible to conceive of any combination of scenery than they afford, more charming, more romantic, more captivating to the eye or more suggestive to the imagination.

For many years the islands have been much resorted to by the citizens of Portland and within the past few years the nearer and more accessible ones have developed into very popular summer resorts. Steamers make frequent trips to the principal islands and to various points on the mainland. Coolness and comfort are to be found on their rocky shores when the city is sweltering under a blazing sun. The amusements of bathing and fishing may be diversified by strolls through balsamic groves, or by watching the surges of the restless ocean as they break in foam at the base of old White Head,

**CUSHINGS ISLAND.**—Cushings Island lies at the mouth of Portland Harbor, its southern end forming one shore of the ship-channel which is the main entrance to the harbor. It has the most bold and prominent features of all the islands in the bay. Rising to a considerable altitude, its southeastern shore presents a rocky and precipitous front to the sea, terminating at the northeastern end in a castellated bluff of perpendicular rock nearly one hundred and fifty feet high, known as White Head. Along the high ridge of the island, for nearly its whole length, runs a dark forest growth, which gives it a bristly appearance, like quills upon the fretful porcupine. From these woods, on the northerly or harbor side, the land descends rapidly to a little arable valley running through the island, and thence to the beaches and ledges that line the inner shore. Thus the island pre-

sents a stern rampart to the ocean, shutting it from view, while it smiles upon the smoother waters of the harbor. The Ottawa House, one of the largest and finest hotels in the country, occupies a commanding situation on this island.

**PEAKS ISLAND.**—Peaks Island lies partly inside of Cushings Island from which it is separated by White Head Passage. Together with Cushings Island it forms an effectual barrier against the waves of the ocean, which would otherwise beat in up to the wharves of the city. It is surrounded by four islands—Cushings, House, Hog (or Diamond), and Long—and with them forms a beautiful and safe harbor for thousands of vessels annually seeking its protection. It is about one and a half miles long, by a mile and a quarter wide, at the widest part, and contains seven hundred and twenty acres. Though not rising to so great an elevation as Cushings Island, or presenting so bold a front to the sea, it has many attractive features, being in some respects the most beautiful island in the harbor. Its outer shore is rocky and wave-worn, presenting an inhospitable aspect to vessels seeking the harbor in a storm. Here the surf breaks heavily, and the spray, even in pleasant weather, frequently dashes in the air to a height of twenty feet. Peaks Island is quite populous, and is dotted with numerous summer dwellings, hotels and cottages.

**LONG ISLAND.**—Long Island lies northeast of Peaks Island, and is separated from it by Husseys Sound. It continues the line of natural breakwaters which enclose and protect Portland Harbor. In 1706 it was owned by the ubiquitous John Smith, and on an old map of Casco Bay, published in London, it is called Smiths Island. As its present name indicates it has much greater length than breadth, presenting a long line of shore to the inner bay, while its outer coast is more broken and irregular in form.

**DIAMOND ISLAND** is an island of 400 acres on the harbor side of Peaks island, and on it at present are a number of tasteful summer cottages. The summer house of the Portland Club is situated on the high land near the steamboat landing. Little Diamond Island is connected with the main island by a sand bar which is uncovered at low tide. The islands are also called Hog and Little Hog Islands.

**MOUNT DESERT.**—Just off the coast of Maine, 110 miles east from Portland and forty miles southeast of Bangor, lies the island of Mount Desert, remarkable for its rare combination of mountain, lake, and sea-coast scenery, and now famous as a summer resort. The island is fourteen miles long, eight miles across at the widest part, and covers an area of about one hundred square miles.

The name of the island is very appropriate, as it indicates clearly its natural features and character. Towering in its highest peak to more than fifteen hundred feet above the sea, the island is in fact a group of mountains rising out of the ocean.

Mount Desert has several good harbors, the best known of which are Northeast, Southwest, and Bar Harbor. At Southwest Harbor is a village, with a steamboat landing and a number of hotels. Twenty or twenty-five years ago this place was the principal resort for summer sojourners. At that time the visitors were mostly artists, who came to the island on account of its magnificent scenery. Chiefly through the pictures of many noted American artists has Mount Desert become so famous a watering-place, and the existence of Bar Harbor as a summer resort is mainly owing to the fact that one day F. E. Church, the artist, dis-





VIEW OF BAR HARBOR.

covered the place, and for successive seasons took parties of friends to the spot, by this means and the exhibition of his pictures of the scenery at the National Academy, bringing it into notice.

Southwest Harbor is on the southern part of the island near the entrance to Somes Sound, and the village with its half dozen hotels lies close along the shore, facing eastward, while on several commanding points in the neighborhood, summer residences have been built.

At the head of the sound is the small village of Somesville, with its hotel. This place is reached either by a sail up the sound, by a road over the hills from Southwest Harbor, or by direct road from the mainland over the bridge at the narrows.

**BAR HARBOR.**—The principal resort on Mount Desert is Bar Harbor, which is situated on Frenchman's Bay on the northeastern shore, opposite the Porcupine Islands, and derives its name from a sandy bar, visible at low water, which here connects Mount Desert with the largest of the Porcupine group. The village lies scattered along the shore, and when viewed from the mountains makes a most charming picture. This resort is the outgrowth of the necessities of summer visitors, having been established primarily for their entertainment, maintains its existence by means of their patronage, and is now one of the most popular and fashionable summer resorts in America. The place contains a score of large hotels and boarding-houses, and many residences have been built in the past few years. It is admirably situated as a centre from which to make excursions to all interesting

localities on the eastern and southern shores, and to the mountain peaks, the highest of which are but a few miles distant.

Four miles distant from Bar Harbor is Green Mountain, the highest on the island. A railroad similar to the one which ascends Mt. Washington now runs from the shore of Eagle Lake, to the Summit of the mountain. The line is only 6,000 feet in length, but in that distance it ascends to a point nearly 1,600 feet above tide-water.

Bar Harbor is reached daily from Boston by two express trains which make the distance of 290 miles to Mount Desert Ferry in little over nine hours, and then a sail of eight miles down Frenchman's Bay lands one at Bar Harbor's wharves. A steamer also runs direct from Portland to Bar Harbor.

**THE MAINE COAST.**—From Portland to Eastport the coast of Maine abounds with most beautiful and unusual scenery, and this is more especially true of the region beyond Mount Desert. The shores are rugged, rocky, precipitous, and forest-crowned,—great peninsulas project into the sea with deep fiords between, and innumerable islands are scattered along the coast.

Near the mouth of the Kennebec River, an hour and a half by rail eastward from Portland, is the pleasant old seaside city of Bath, the seat of Bowdoin College. Popham Beach is a summer resort at the mouth of the Kennebec, and is just outside the limits of Casco Bay.

Thirty miles beyond Bath is the gray old fishing village of Boothbay, which lies at the head of one of the finest harbors on the coast. Squirrel Island, a



beautiful place with many residences and a number of other summer resorts on islands and mainlands are in the vicinity of Boothbay.

Penobscot Bay deserves more space than can be given to it here. It is one of the most beautiful regions not only on the Maine coast but in the world. On its shores are the city of Rockland, the lovely town of Camden abounding with mountains and lakes, Northport, a great camp-meeting resort, the pretty village of Castine, with its historic fame perpetuated in the poems of Whittier and Longfellow, and in the prose of Noah Brooks. The island resorts of the Penobscot are many and beautiful, chief among them

being Vinal Haven, Islesborough, Isle au Haut, and Deer Isle, with its hundreds of visitors every summer.

The farthest away region of the Maine coast is Passamaquoddy Bay which marks the division between the United States and Canada. Some of its islands are under one jurisdiction and some under the other. The summer headquarters of this region is the Canadian port of St. Andrews, which is situated on a peninsula projecting into the middle of the bay. From it there is easy access to Campobello, Lubec, Grand Menan, St. George and other interesting points. Eastport is an American village of 3,700 inhabitants on Moose Island near the mouth of the bay.

**WHERE CAN ONE INVEST** their money with absolute surety that it will return a handsome profit? The answer must be in this case **ALGERIA HEIGHTS** or **PINE VIEW**, in-the-Pines, New Jersey. These places are about midway between New York and Philadelphia on the line of and near the Central Railroad of New Jersey, in the justly celebrated and world renowned Great Pine Belt of New Jersey, where the pine aroma gives health and life-extending qualities to those tired from winter or summer dissipation of fashion, or close effects of business, etc. The inward curving of the "Gulf Stream" makes it nature's sanitarium—far superior to any known Health Resorts. The combination of "Pine," "Salt" and "Gulf Stream" air, is found nowhere else so it is not in the least surprising that every one is seeking for one or more lots here while they are in original hands and can be had before the advance which always follows the building up of a town. Algeria Heights lots 25 x 125 can be had at present for \$5.

Pine View lots 50x150, for \$30. Full Warranty Deed, Guaranteed Title. No other costs. Why will you not buy one or more of these lots? There is no way you can lose a cent, and you become a land owner. Over half of the fortunes of to-day have been made in Real Estate. Near-by towns are getting \$400 to \$600 for lots, they are no better, so you can see that these lots must advance, then you can sell or hold to get the benefit of the "New Palace Hotel," the plans of which show handsome large rooms, accommodating over 300; all modern improvements, salt and cedar water baths. The management will be under a well-known Jersey Coast Hotel man. The town will be laid out by Col. H. A. Abbey who will also handle the lots in New York, at 215 Potter Building. No investor can afford to let his or her money lay in the Savings Banks and pass this low price sale of these beautiful lots, order at once. Full Warranty Deed, Guaranteed Title. *No other charges.* **IN-THE-PINES.**

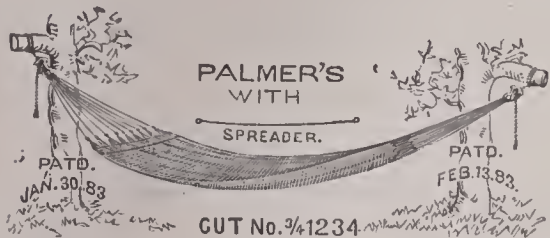


OLD ORCHARD BEACH, MAINE.

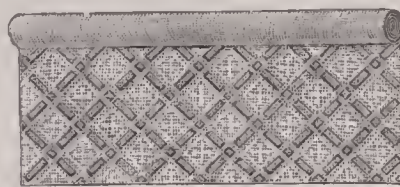
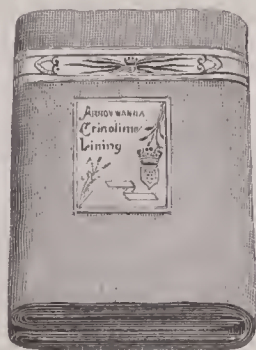
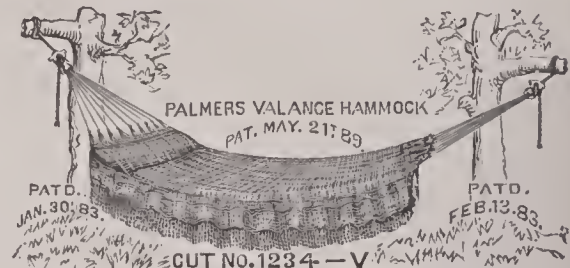


# PALMER'S PATENT :: HAMMOCK!

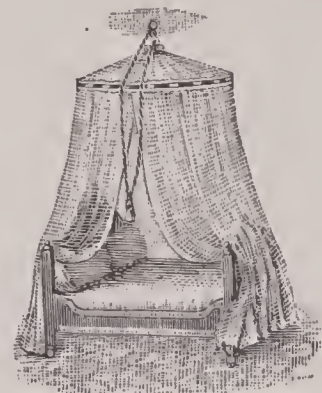
The Most Luxurious and Practical Hammock Ever Invented.



Several decrees have already been taken against infringers of this Hammock without the pillow. Beware of all woven Hammocks except those stamped "Palmer's Patent." None but the trade supplied.



WINDOW SCREEN CLOTH.



## I. E. PALMER,

Manufacturer of COTTON TISSUES, CRINOLINE LININGS, Mosquito Netting, Window Screen Cloth, Hammocks, Canopies and Canopy Fixtures, School Bags, Self-Adjusting Pulleys, Etc.

MIDDLETOWN, CONN.

## LAND'S END. ❄️

The New Watering Place at Rockport, Mass.

The Easterly Extremity of Cape Ann. The Coolest and Pleasantest Place on the Coast of New England.

### THE LAND'S END ASSOCIATES

Have laid out and improved about 500 acres of high land at the very end of Cape Ann, just opposite the well known landmark, Thatcher's Island. Nearly one half is woodland. The ocean front is between two and three miles in length. The house lots contain from 10,000 to 80,000 feet each, and vary greatly in character. The rocky promontory, the two long beaches, the pasture, upland and woodland near the sea afford a variety to suit every taste. Here, as elsewhere, of course, first comers will have first choice.

### THE TURK'S HEAD INN

Is within a few minutes' walk of the water. It affords a fine prospect, and is fitted with every modern appliance for comfort and safety. The proprietor is Mr. F. H. Nunns, of the Mount Vernon Hotel, of Baltimore. The journey from Boston occupies a little over an hour. The hotel vehicles connect with every train, the drive taking about fifteen minutes.

The opportunities for amusement are unrivaled; such as beautiful walks and drives in every direction, through the woods and around the cape, both surf and still water bathing, fresh water and deep sea fishing, and sailing excursions to numerous objects of interest. There are three light-houses within two miles.



COTTAGE ON THE SHORE AT LAND'S END.  
Designed by F. W. WESTON, Architect, Boston.  
FOR SALE.

36 MILES

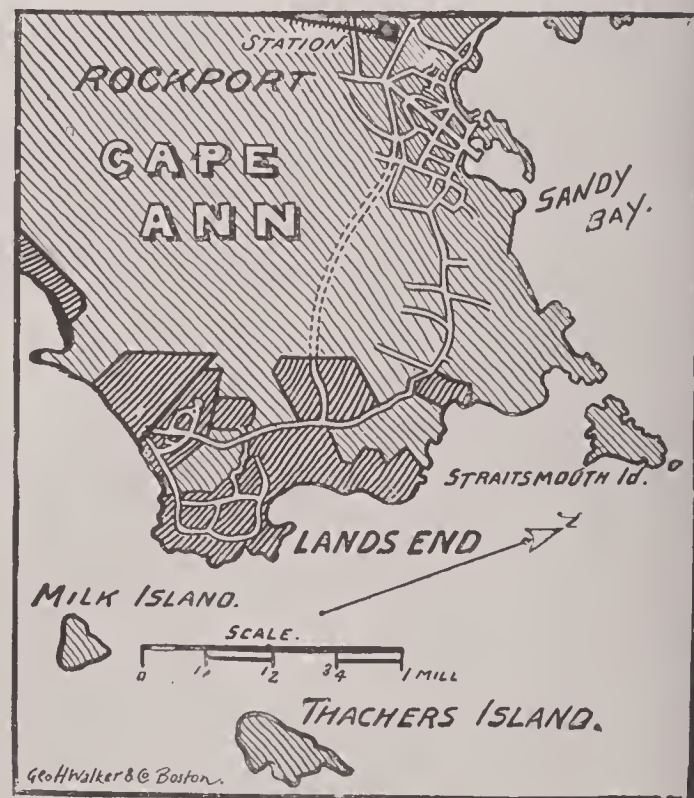
FROM

BOSTON

ON THE

EASTERN

R. R.



The Office of the LAND'S END ASSOCIATES  
and city office of the HOTEL are at

## 53 STATE STREET,

Rooms 830 and 831,

BOSTON, MASS.

FRANCIS M. WELD,

NORTON FOLSOM,

CHARLES T. CARRET,

TRUSTEES.

CHARLES T. CARRET, TREASURER.



# LIST OF HOTELS.

## BAR HARBOR (MOUNT DESERT), ME.

300 miles from Boston. Steamer from Portland or Mt. Desert Ferry.  
Rodick House D. Rodick & Sons, acc. for 600.  
Grand Central. R. Hamor & Sons, acc. for 350. 2 to 3 per day, 10 to 21 per week.  
West End, O. M. Shaw & Son, acc. for 400. 3 to 4 per day, 14 to 21 per week.  
St. Sauveur, Alley Brothers, acc. for 175. 2.50 to 4.00 per day, 14 to 21 per week.  
Malvern, De Grasse Fox, acc. for 150. 23 to 30 per week.  
Newport House, William M. Roberts, acc. for 200. 2 to 3 per day, 12 to 18 per week.  
Louisburg, J. A. Butler, acc. for 300. 5 per day.  
Hotel Des Isles, Frank Collins, acc. for 120. 2 per day, 10 to 14 per week.  
Rockaway House, T. L. Roberts, acc. for 100. 2.00 to 2.50 per day, 12 to 15 per week.  
Belmont, J. C. Manchester, acc. for 130. 2.50 per day, 12 to 14 per week.  
Lyman Cottage, J. S. Lyman, acc. for 125. 2.25 per day, 10.50 to 15.00 per week.  
Marlborough House, Samuel Higgins, acc. for 100. 2 to 3 per day. 10 to 18 per week.  
Parker house, E. C. Parker, acc. for 70. 2.50 per day. 15 per week.  
Cottage, A. E. Connors, acc. for 15. 2 per day, 12 per week.  
Cottage, D. A. Bunker, acc. for 28.  
Cottage, Mrs. Clara A. Stubbs, acc. for 34. 1 to 2 per day, 6 to 10 per week.  
Cottage, Mrs. Rhoda Grace, acc. for 8.  
Ocean House, Samuel Higgins, acc. for 40. 2 per day, 10 to 14 per week.  
Birch Tree Inn, J. A. Rodick, acc. for 50. 1.50 to 2.00 per day, 8 to 12 per week.  
Hamilton House, Cleave Brothers, acc. for 40. 2 to 3 per day, 14 to 18 per week.  
Green Mountain House, acc. for 75.

## BEACH BLUFF, MASS.

Hotel Preston, Mrs. H. Morgan, acc. for 175. 4 per day, 15 to 25 per week.  
The Elms, Miss F. L. Cushing, acc. for 60. 3 per day, 10 to 20 per week.

## BLOCK ISLAND.

The New Adrian, Nathan Mott, 45 rooms. 1.50 to 2.00 per day.  
Bellevue House, L. B. Mott, 20 rooms. 1.50 per day, 7 to 10 per week.  
Block Island House, Capt G. W. Conley, half a mile from landing, 30 rooms. 8, 10 and 12 per week.  
Central House, R. S. Littlefield, 20 rooms. 2 per day, 8 to 12 per week.  
Connecticut House, M. M. Day, 33 rooms. 2 per day, 8 to 12 per week.  
Enreka Hotel, Macy A. Ball, 50 rooms. 2 to 3 per day, 10 to 20 per week.  
Harbor Cottage, C. C. Ball, at landing, 25 rooms. 10 to 12 per week.  
Highland House, D. A. Mitchell, 65 rooms. Rates on application.  
Hygeia Hotel. R. F. Randall, manager, C. E. Champlain, proprietor, 75 rooms. 2 to 3 per day.  
Hotel Manisses, C. E. Brown, 75 rooms. Rates 1.50 to 2.50, 3 and 3.50 per day, 12 per week and upwards.  
Mitchell Cottage, A. W. Mitchell, acc. for 40. 2.50 per day.  
Narragansett House, Chester E. Rose, near wharf, 40 rooms. 8 to 13 per week.  
National House, R. G. Lewls, Proprietor, near post-office, 55 rooms. 2.50 to 3.50 per day.  
Norwich House, J. E. Rose, 18 rooms. 1.50 to 2.00 per day, 8 to 12 per week.  
Ocean View Hotel, Nicholas Ball, proprietor, F. C. Cundall, S. C. Ball, managers, acc. for 500. 3.00 to 4.50 per day, 17.50 to 35.00 per week.  
Ocean Cottage, H. A. Mott, acc. for 25. 1.50 to 2.00 per day.  
Pequot House, Thaddens A. Ball, Main Street, near beach, 55 rooms. 9 to 15 per week, 1.50 to 2 per day.  
Sea Side House, Capt. Francis Willis, Beach Avenue, near bathing beach, 30 rooms. 1.50 to 2.00 per day, 8 to 10 per week.  
South Cliff Cottage, Miss A. E. Viall, acc. for 60. 2 per day.  
Spring House, B. B. Mitchell, on heights overlooking landing, acc. for 300 guests in large hotel and in an annex as large as ordinary hotel. 3.50 per day.  
Surf Cottage Hotel, Charles W. Willis, on Bluff near bathing beach, 60 rooms. Rates from 12 to 18 per week, 2 per day.  
Union House, Leander A. Ball, High Street, three minutes' walk from landing, 25 rooms. 1.50 to 2.00 per day.  
The Windsor, near wharf, C. C. Rose, 30 rooms. 2 per day, 9 to 12 per week.  
Woonsocket House, A. J. Rose, midway between steamboat landing and bathing beach, 50 rooms. Rates \$2 per day.  
Fern Cottage, Mrs. A. M. Cahill, acc. for 25. 1.50 to 2.00 per day.  
Fair View Cottage, L. Dodge, acc. for 25. 1.50 to 2.00 per day.

## BOOTHBAY HARBOR, ME.

Menawarmet House, E. D. Knight, acc. for 100. 2 to 3 per day, 15 to 20 per week.  
Boothbay House, J. E. Knight, acc. for 75. 2 per day, 7 to 10 per week.  
Weymouth House, Miss Weymouth, acc. for 50. 1.50 per day, 8 per week.

## BRISTOL, R. I.

Bristol Hotel, Martin V. Newton, 24 State Street, 34 rooms. 2 per day.  
Church Street House, J. C. Bickford. 1 per day.

## BRISTOL FERRY, R. I.

Bristol Ferry House, Alfred Sisson, northern end of Rhode Island, 12 miles from Newport, 35 rooms. 10 a week single, 15 for two in a room.  
Locust Cottage, near Ferry Landing, K. Burnop, acc. for 25. 2 per day, 8 to 10 per week.  
Peckham House, Portsmouth, R. I., a mile and a half from Bristol Ferry, Alanson Peckham, acc. for 16. 1.50 per day.

## BUTTONWOODS, R. I.

Buttonwood Beach Hotel, Thomas H. Lyman, Greenwich Bay, 40 rooms. 2 to 3 per day.  
Old Buttonwoods House, Randall & Clark, at Old Buttonwoods Beach, Greenwich Bay, 24 rooms. 7 to 9 per week.

## CHARLESTOWN, R. I.

Ocean House, Peleg E. Sisson, northern shore of Pawawget or Charlestown Pond, Southern Rhode Island, 20 rooms. 2 per day, 7 to 8 per week.  
Ninigret House, Charlestown Beach, H. W. Taber. Furnishes table board for cottagers and others. 1.50 per day.

## COTTAGE CITY, MARTHAS VINEYARD, MASS.

Pawnee House, J. Gardner Bassett, Circuit Avenue, 50 rooms. 2.50 to 3.00 per day, 14.00 to 17.50 per week.  
Wesley House, A. G. Wesley, Lake Avenue and Commonwealth Square, 75 rooms. 2.50 per day, 10 to 17 per week.  
Sea View House, Frederic J. Hart, resident proprietor, on edge of Bluff at Oak Bluffs Landing, 200 rooms. 2.50 to 4.00 per day, \$12 to \$25 per week.  
Temple House, Mrs. Charles Simmonds, Wesley Vineyard Highlands, 15 rooms. 1.25 per day, 7.50 to 8.00 per week.  
Vineyard Grove House, Joseph Dias, 31 and 32 Silbam Avenue, 30 rooms 1.50 per day, 9 per week; special terms for the season.  
Naumkeag, Narragansett Avenue, 50 rooms. 2.50 to 3.50 per day.  
Central House, Montgomery Square, Miss J. H. Wetherell, European and American plan, 30 rooms. Board 1 per day, room and board, 1.50 to 2.50 per day, 10 to 15 per week.  
Highland House, Vineyard Highlands, Herbert H. Field, 60 rooms. 2.00 to 2.50 per day, 12 to 15 per week.  
The Narragansett, Mrs. A. A. Hill; 60 and 62 Narragansett Avenue, consists of four cottages, with 30 rooms. 2 to 2 per day.  
The Oakwood, D. W. Russell, 133 Circuit Avenue, opposite Post-Office, 50 rooms. 2.00 to 2.50 per day.  
Pierce Villa, Mrs. A. B. Abby, 40 Narragansett Avenue, Oak Bluffs, 18 rooms. 9 to 15 per week.  
The Pequot, L. E. Phinney, 21 Pequot Avenue, 2 rooms. 2 per day.  
Island House, H. H. Hayden, Circuit Avenue, 70 rooms. 2.50 per day.  
Tower Cottages, Mrs. S. Irwin, 30 and 32 Pequot Avenue, Oak Bluffs, 30 rooms.  
Prospect House, Lagoon Heights, 50 rooms. 10 to 15 per week.  
Bellevue House, Eastville, Mrs. J. V. Claghorn, acc. for 75.  
Wyoming House, Vineyard Highlands, Mrs. J. H. Tilton, acc. for 75.

## CUSHINGS ISLAND (PORTLAND HARBOR) ME.

Ottawa House, acc. for 400. 3 to 4 per day, 14 to 30 per week.

## EAST PROVIDENCE.

Camp White House, Alfred A. White, Riverside; 75 rooms. 1.00 to 1.50 per day.  
Crescent Hotel, Bullocks Point, George E. Boyden, 50 rooms. 1.00 to 1.50 per day.  
Cottage Home, Riverside, near steamboat landing, 20 rooms. 7 to 10 per week.  
Perry House, Emma A. Perry, Riverside, Grant Avenue, 20 rooms. 1.00 to 1.25 per day; 5 to 10 per week.  
Pine Grove House, Pleasant Bluff, N. D. Jencks, 30 rooms. 1.50 to 2.50 per day.  
Riverside Hotel, George W. Payton, Lincoln Avenue, 40 rooms. Terms reasonable.  
Riverside Landing House D. F. Goff, Pomham Bluff, 15 rooms. 1.00 to 1.5 per day.  
Silver Spring House, Silver Spring, Copeland & Hudson, three miles from Providence, 15 rooms. 2 per day, 7 to 10 per week.  
Smith's Palace Hotel, Pleasant Bluff, 40 rooms, Geo. E. Cranston. 2.00 to 2.50 per day.  
Studio Hotel, Riverside. C. F. Pierce, acc. for 20. 1 per day, 7 per week.

## EDGARTOWN, M. V., MASS.

Ocean View, Abram Osborn, Water street, 25 rooms. 1.50 to 2.00 per day, 8 to 10 per week.  
Seaside Cottage, Captain Geo. A. Smith, 15 rooms. 2 per day, 12 per week.

## FALL RIVER, MASS.

Wilbur House, Geo. K. Wilbur, acc. for 200. 2 per day.  
Mellen House, Geo. H. Bowker & Co., acc. for 150. 3 to 4 per day.



FALMOUTH, MASS.

Hotel Falmouth, Geo. W. Fish, 48 rooms. 2 per day.  
Quissett Harbor House, G. W. Fish, 2 miles from railroad station, acc. for 125. 2.50 per day.  
Menawhant Hotel, Floyd Travis, Vineyard Sound, seven miles from station, hotel coach meets every train, 70 rooms. 2 per day.  
Tower's Hotel, Geo. E. Tower, Falmouth Heights, 85 rooms. 3 per day.  
Goodwin House, Mrs. C. H. Goodwin, Falmouth Heights, 30 rooms. 8 to 10 per week.  
Tobey House, Asa P. Tobey, Waquoit, 7 miles from station, 6 rooms. 1.50 per day.

GLOUCESTER, MASS.

Pavilion, W. P. Davis, acc. for 140. 5 per day, 10 to 20 per week.  
Webster, Nathaniel Webster, acc. for 75. 2 per day, 7 to 10 per week.  
Mason House, E. E. Saville, acc. for 100. 1.50 to 2.00 per day, 8 to 12 per week.  
Belmont, A. Malonson, acc. for 70. 1 to 2 per day, 7 to 10 per week.  
Craig Cottage, Mrs. M. E. Merrill, acc. for 50. 2.00 to 2.50 per day, 10 to 15 per week.  
Bass Rock, W. E. Forbes, acc. for 250. 12.50 to 21.00 per week.  
Delphine, Mrs. L. Pearson, acc. for 70. 2.00 to 2.50 per day, 12 to 15 per week.  
Beachcroft, Mrs. H. M. Bray, acc. for 60. 1.50 to 2 per day, 7 to 10 per week.  
Fairview Cottage, Mrs. C. Reuton, acc. for 50. 1.50 per day, 7 to 13 per week.  
Harbor View, B. S. Brazier, acc. for 30. 1.50 to 2 per day, 8 to 10 per week.  
Ocean, H. H. Roberts, acc. for 20. 2 per day, 7 to 12 per week.

GREAT CHEBEAGUE ISLAND (PORTLAND HARBOR) ME.

Sunnyside House, J. E. Jenks, acc. for 30. 2 per day, 7 to 10 per week.

HAMPTON, N. H. (Beach.)

Boar's Head, S. H. Dumas, acc. for 150. 2 to 3 per day, 7 to 20 per week.  
Hampton Beach, Leavitt Bros., acc. for 50. 1.50 to 2.50 per day, 8 to 14 per week.  
Granite, S. H. Dumas, acc. for 75. 1.00 to 2.50 per day, 7 to 15 per week.  
Eagle, Lewis F. Nudd, acc. for 60. 1 to 2 per day, 6 to 12 per week.  
Union, O. H. Whittier, acc. for 75. 1 to 2 per day, 7 to 14 per week.  
Surf, G. A. Weare, acc. for 30. 1 to 2 per day, 6 to 12 per week.  
Sea View House, J. G. Cutler, acc. for 50. 2 per day, 10 to 14 per week.  
De Lancey Place, C. De Lancey, acc. for 30. 7 per week.

HINGHAM, MASS.

Rose Staudish House, Downer's Landing, J. D. Scudder, 100 rooms. 3 per day.  
Cushing House, Hingham Village, Geo. Cushing, 35 rooms. 2 per day.  
Lincoln House, Hingham Village, George Harwood, 32 rooms. 3 per day.

HOPE ISLAND (PORTLAND HARBOR), ME.

Hope Island House, J. B. Osgood, acc. for 25. 1.50 to 2.00 per day, 8 to 10 per week.

HULL.

Hotel Peaberton, Gaskill & Brooks, acc. for 300. 4 per day, 25 per week.  
Oregon House, T. T. Harrington, acc. for 150. 3 per day, 15 per week.  
West End, S. Kneeland, acc. for 100. 2.50 per day, 12 per week.  
St. Cloud, G. Hastings, acc. for 75. 2.50 per day, 12 per week.

HYANNIS.

Ivanough House, T. H. Soule, Jr., acc. for 75. 2 per day.  
Washburn House, Craigville, Mrs. F. B. Washburn, acc. for 75. 2 per day.  
Sabins House, Craigville, Mason Fisher, acc. for 75. 2 per day.

ISLES OF SHOALS, N. H.

Appledore, Lighton Bros., acc. for 700. 3.50 per day, 17.50 to 21.00 per week.  
Oceanic, O. L. Frisbee, acc. for 700. 3.50 per day, 17.50 to 21.00 per week.

JAMESTOWN, CONANICUT ISLAND, R. I.

Bay Voyage, J. A. Brown, 50 rooms, 2.50 per day.  
Hotel Thorndike, C. E. Weeden, new house, acc. for about 300, reasonable rates.  
Bay View House, Charles T. Knowles, Jamestown, opposite Newport, 90 rooms, with annex and cottages. 9.50 to 15.00 per week, 2.50 per day.  
Champlin House, W. A. Champlin, near steamboat landing, 33 rooms. 10 per week, single room, 18 per week, double room.  
Gardner House, Gardner & Littlefield; east side of Jamestown, near steamboat landing, 80 rooms, 2.00 per day.  
Prospect House, Charles E. Weeden, Green Street; 44 rooms. 10 to 15 per week.  
Hotel Conanicut, Mrs. K. E. Brown, Conanicut Park, 50 rooms, 2.50 per day 9 to 15 per week.

KATAMA, M. V., MASS.

Mattakesett Lodge, George A. Jencks, acc. for 150. 2.50 to 3.50 per day.

KENNEBUNKPORT, ME.

Ocean Bluff, Stimpson & Devnell, acc. for 450. 3 to 4 per day, 15 to 28 per week.  
Parker House, acc. for 150. 3.00 to 3.50 per day, 12 to 21 per week.  
Beach House, Owen Wentworth, acc. for 70. 1.50 to 2.00 per day, 8 to 12 per week.  
Granite State House, A. Stuart, acc. for 80. 2 per day, 10 to 13 per week.  
Seaview House, J. H. Hubbard, acc. for 50. 1.50 per day, 7 to 15 per week.  
Cliff House and Glen Cottage, B. F. Eldridge, acc. for 150. 7 to 15 per week.  
Seaside House, I. P. Gooch, acc. for 50. 1.50 per day, 8 to 15 per week.  
Ledge Cottage, F. A. Wentworth, acc. for 15. 1.50 per day, 8 per week.

Sea Grove Cottage, W. B. Barney, acc. for 25. 1.50 per day, 8 per week.  
Riverside House, Geo. Gooch, acc. for 75. 2 per day, 8 to 15 per week.  
Grand View Cottage, acc. for 15. 2 per day, 8 to 15 per week.  
Highland House, O. L. Wells, acc. for 50. 7 to 15 per week.  
Nouantum House, Henry A. Heckman, acc. for 50. 2 per day, 9 to 15 per week.  
Arundel House, Miss J. Paine, acc. for 50. 2 per day, 10 to 15 per week.  
Norton House, R. W. Norton, acc. for 50. 2 per day, 10 to 12 per week.  
Beckford House, J. W. Beckford, acc. for 75. 2 per day, 9 to 15 per week.  
Eagle Rock House, J. D. Wells, acc. for 75. 2 per day, 8 to 14 per week.  
Shiloh House, Cape Porpoise, Olivia H. White, acc. for 40. 1 to 2 per day, 7 to 12 per week.  
Grove Hill House, J. F. Paul, acc. for 125.  
Bass Rock House, J. A. Wells, acc. for 40. 2 per day, 10 to 13 per week.

KITTERY POINT, ME.

Hotel Park Field, J. E. Frisbee, acc. for 75. 2.00 to 2.50 per day, 10 to 15 per week.  
Pepperell House, E. F. Safford, acc. for 75. 2.00 to 2.50 per day, 10.00 to 17.50 per week.  
Hotel Pocahontas, H. A. Cobb, Mgr., acc. for 150. 3 to 4 per day, 12 to 21 per week.  
Champernowne, H. Mitchell, Jr., acc. for 125. 2.50 to 3.00 per day, 12 to 18 per week.

LITTLE CHEBEAGUE ISLAND (PORTLAND HARBOR), ME.

The Waldo, Sidney W. Sea, acc. for 150. 3 per day, 10 to 15 per week.

LONG ISLAND (PORTLAND HARBOR), ME.

Dirigo House, J. Perry, acc. for 80. 1.50 to 2.00 per day, 7 to 9 per week.  
Granite Spring Hotel, E. Ponce, acc. for 100. 1.50 to 3.00 per day, 10 to 20 per week.  
Casco Bay House, C. E. Cushing, acc. for 65. 1.50 to 2.00 per day, 7 to 9 per week.

MAGNOLIA, MASS.

Magnolia Hotel, Magnolia Hotel Co., F. E. Farmer, manager, acc. for 350. 3 to 4 per day, 15 to 30 per week.  
Oceanside, George A. Upton, acc. for 300. 3.50 per day, 15 to 25 per week.  
Oak Grove, B. F. Hunt, acc. for 75. 2.50 per day, 12 to 15 per week.  
Sunset, Mrs. H. H. Roberts, acc. for 35. 2 per day, 8 to 12 per week.  
Hesperus, Mrs. O. Page, acc. for 250. 3.00 to 3.20 per day, 15 to 25 per week.  
The Blynman, Allen Knowlton, acc. for 150. 2.50 per day, 12 to 15 per week.  
Magnolia Cottage, R. Stanley, acc. for 25. 2 per day, 8 to 12 per week.

MANCHESTER-BY-THE-SEA.

Masconom, J. J. Sullivan, acc. for 300. 5 per day, 30 to 40 per week.  
Brown Cottage, Miss C. E. Brown, acc. for 50. 2.50 per day, 14 to 25 per week.  
Mt. Pleasant Farm, Mrs. John Baker, 10 rooms. 2 per day, 10 to 12 per week.  
Manchester House, J. E. Margeson, acc. for 50. 2.50 per day.

MARSHFIELD, MASS.

Fair View, M. Swift, Brant Rock, acc. for 100. 2.00 per day, 8 to 12 per week.  
Brant Rock House, C. T. Summer, acc. for 200. 2 per day, 8 to 12 per week.  
Baker's Cottage, Mrs. Baker, Brant Rock, acc. for 30. 1 per day, 5 to 6 per week.  
Churchhill House, Dr. Davison, Brant Rock, acc. for 250. 2 per day, 8 to 12 per week.

MATTAPOISETT, MASS.

Mattapoisett House, R. E. Achorn, 40 rooms. 2 per day.  
Ocean View House, Mrs. Sarah A. Macconuell, Main Street, acc. for 20. 1.50 to 2.00 per day.  
Barstow House, Wilson Barstow, fronting the sea, acc. for 20. 2 per day.

MONUMENT BEACH, MASS.

[BUZZARD'S BAY.]

Monument Beach House, C. O. Emery, acc. for 25. 2 per day, 10 per week.

MOUNT DESERT FERRY, ME.

The Bluffs, G. T. Stockham, acc. for 200. 2.50 to 3.00 per day, 10 to 20 per week.

MYSTIC, CONN.

Hoxie House, Frank Foote, acc. for 60. 2 per day.  
Norcross House, E. A. Holbrook, acc. for 150. 2.50 to 3.50 per day.

NANTUCKET, MASS.

Atlantic House, Mrs. Eliza Chadwick, in the village of 'Sconset, acc. for 75. 3 per day.  
Ocean View Hotel, Levi S. Coffin, in the village of 'Sconset, acc. for 150. 2.50 and 3.00 per day,  
Ocean House, Mrs. J. S. Doyle, corner Broad and Centre streets, 60 rooms, rates 2.50 and 3.00 per day.  
The Nantucket, W. M. Tupper, Brant Point, 125 rooms. Rates, July, 3.00 to 3.50, August, 3.00 to 4.00 per day, acc. for 300.  
Veranda House, Mrs. S. G. Davenport, North Water Street, 80 rooms. 2.00 to 2.50 per day, 10 to 15 per week, acc. for 150 guests.  
Springfield House, Charles H. Mowry, North Water street, 90 rooms. 2.50 to 3.50 per day, 12 to 20 per week, acc. for 200.  
The Sherburne, James Petterson, Orange Street, acc. for 150. 2.50 per day 14 per week.  
Sea Cliff Inn, Mrs. C. W. Pettee, on the Cliffs, North street, 45 rooms. 12 to 18 per week, 2.50 per day for transient guests.  
Wauwinet House, Head of Harbor, William H. Norcross, manager, 25 rooms 10 per week upwards.  
American House, Orange street, Charles A. Burgess, 20 rooms. 1.50 per day, 8.00 per week.  
Surf-Side Hotel, South Shore. James Patterson & Son, 60 rooms, acc. for 150 3.00 to 3.50 per day, Post Office, Nantucket.  
Bay View House, James Patterson, Orange street, 2.50 to 3.00 per day, acc for 150



## NANTASKET, MASS.

Irvington House, Nantasket Beach, J. Walsh, 2 per day, 10 to 12 per Week. Capacity 75.  
 Rockland House, Nantasket Beach, E. Stanton, 4 per day, 25 to 40 per week. Capacity 300.  
 Hotel Nantasket, Nantasket Beach, R. G. Sturgis. 4 per day, 25 to 40 per week. Capacity 300.  
 Atlantic House, Nantasket Beach, Damon Bros. 4 per day, 25 to 40 per week. Acc. for 300.  
 New Pacific House, Centre Hill, Brad. Hathaway. 2 to 3 per day, 12 to 15 per week. Acc. for 150  
 Black Rock House, Jerusalem Road, Miss Smith. 2 to 3 per day, 12 to 15 per week. Capacity 100.  
 Hampton House, Nantasket Beach, A. Jones. 2 per day, 10 to 12 per week. Capacity 75.  
 Arlington House, Nantasket Beach. Chessman Bros. 2 per day, 10 to 22 per week. Capacity 75.

## NARRAGANSETT, R. I.

Halcyon House, Silas Briggs, acc. for 12. 2.50 per day.

## NARRAGANSETT PIER, R. I.

Atlantic House Stephen T. Browning, 100 rooms. 2.50 to 4.00 per day.  
 Atwood House, James A. Tucker, Ocean Road, 100 rooms. 3 a day.  
 Clarks, Burns & Ney, European plan, acc. for 100. Rooms, 1 to 3 per day.  
 Congdon House, Henry Sherman, five minutes' drive from railroad station, 16 rooms. 1 to 3 per day.  
 The Continental, Clark N. Schofield, 120 rooms. 3 to 4 per day.  
 The Gladstone, W. A. Nye, 200 rooms. 4 to 6 per day; 20 to 35 per week, single room; 30 to 45 per week, double rooms.  
 Hotel Berwick, Ocean Avenue, J. A. Tucker, proprietor, John J. Benson, manager, acc. for 250. 3 to 5 per day.  
 Hotel Columbus, W. A. Nye, 60 rooms. 5 per day; 20 to 30 per week, single room; 30 to 40 per week, double rooms.  
 Greene's Inn, H. W. & N. R. Greene, Ocean Front, 60 rooms. 4 and 5 per day. Open all the year round.  
 Massasoit House, John Babcock, superintendent, Mathewson Street, 70 rooms. 3.00 to 3.50 per day.  
 The Mathewson, S. W. Mathewson, Ocean Avenue, 150 rooms. 4.00 and 4.50 per day. Special rate by the week.  
 Metatoxet House, John H. Caswell, 76 rooms. Double rooms, 25 to 28; single, 15 to 21 per week; 3 to 5 per day.  
 Chandler's, Congdon Street, James C. Chandler, 40 rooms. 15 to 25 per week; 2 to 3 per day.  
 Ocean House, Earnest Caswell, Caswell Street, 50 rooms. 3 per day; 14 to 17 single rooms; 22 to 25 double rooms per week.  
 Pettaquamscutt House, Peleg Brown, Little Neck Farm, acc. for 60 guests. 3 per day.  
 The Revere, F. P. W. Tefit, lessee, Ocean Road, 100 rooms. 3 to 4 per day.  
 The Rockingham, J. G. Burns, Main Street, between Casino and bathing beach, 120 rooms. 3.50 to 5.00 per day.  
 Tower Hill House, H. L. Scranton, Tower Hill, 100 rooms. 3 per day; 12 to 18 per week.

## NEW BEDFORD.

Bancroft House, H. M. Brownell, Union Street, corner Acushnet Avenue, acc. for 100. 2.00 to 3.50 per day.  
 Mansion House, O. W. Ripley, Union street, corner of Second street, acc. for 75. 2 per day, 10 per week.  
 Parker House, Purchase Street, H. M. Brownell, acc. for 150. 2.50 to 3.50 per day, 10 to 15 per week.

## NEWBURYPORT, MASS.

The Wolfe Tavern, F. S. Hayward, acc. for 120. 2.00 to 3.50 per day, 7 to 12 per week.  
 Brown Square, J. F. Morrill, acc. for 80. 1 per day, 6 to 7 per week.  
 Webster House, H. A. Webster, acc. for 60. 1 to 2 per day, 7 to 9 per week.

## NEWPORT, R. I.

Ocean House, J. G. Weaver and Son, Bellevue Avenue, 300 rooms. 4 per day.  
 Brayton House, J. B. Brayton, 38 and 44 Pelham Street, 33 rooms. 2.00 to 2.50 per day.  
 Central House, Geo. E. Houghton, 14 Bath Road, acc. for 75. Meals at all hours.  
 The Aquidneck, E. V. Westcott, Pelham Street, 75 rooms, 4.00 per day, corresponding rate by the week.  
 Perry House, J. F. Champlin, Washington Square, 100 rooms, 8 per day.  
 Pinard House, Armand Pinard, Bellevue Avenue, corner Redwood Street, 22 rooms, 4 and 5 per day.  
 Cliff Avenue Hotel and Cottages, M. F. Misser, 8 cottages on Cliff's, meals and service, and cottages in other parts city. Rates on application.  
 Clifton House, R. P. Cummings, 113 to 115 Bellevue Avenue, 34 rooms 2.50 to 3.00 per day.  
 Park House, J. S. Briggs, acc. for 50, 1.50 to 2.00 per day.  
 Pelham House, Mrs. C. A. Snow, acc. for 30, 2.00 per day.  
 Ambrose Hotel, S. T. Hubbard, 2.00 per day.

## NORTHEAST HARBOR, (MT. DESERT.) ME.

Rock End, Herman L. Savage, acc. for 150. 2.00 to 2.50 per day, 10 to 16 per per week.  
 Kimball House, D. Kimball, acc. for 175. 2.00 to 2.50 per day, 10 to 16 per week.  
 Harbor Cottages, A. C. Savage, acc. for 125. 2.00 to 2.50 per day. 10 to 16 per per week.  
 Roberts House, H. D. Roberts, acc. for 50. 2.00 to 2.50 per day, 10 to 16 per week.  
 Clifton House, C. R. Kimball, acc. for 50. 2.00 to 2.50 per day, 10 to 16 per week.  
 Indian Head Cottage, A. L. Manchester, acc. for 40. 10 to 16 per week.

## NORTH HAMPTON, N. H.

## [RYE BEACH.]

Farragut and Atlantic, J. C. Philbrook & Son, acc. for 175. 3.50 to 4.00 per day, 21 to 25 per week.  
 Seaview, Geo. G. Lougee, acc. for 120. 3.50 per day, 15 to 25 per week.  
 Rising Sun, E. B. Philbrick, acc. for 32. 2 per day.  
 Woodbine, S. B. Spear, acc. for 14. 2 per day, 10 to 15 per week.  
 Seaside, J. O. Hobbs, acc. for 20. 2 per day, 9 to 15 per week.  
 Centennial, D. W. Dalton, acc. for 7. 2 per day, 10 to 15 per week.

## OAKLAND BEACH, R. I.

Oakland Beach Farm House, Oakland Beach, M. V. Wilson, 25 rooms. 10 to 16 per week.  
 Oakland Beach Hotel, Bradford & Sawin, 115 rooms and one cottage with 9 rooms. Terms on application.

## OLD ORCHARD BEACH, ME.

Old Orchard House, E. C. Staples, acc. for 500.  
 Ocean House, acc. for 400.  
 Hotel Fiske, C. H. Fiske, acc. for 300. 3.00 to 3.50 per day, 14 to 25 per week.  
 Seashore House, F. G. Staples, acc. for 300. 3.00 to 3.50 per day, 14 to 21 per week.  
 Lawrence House, J. H. Hoene, acc. for 150. 2.50 per day, 9 to 15 per week.  
 Gorham House, G. W. Gorham, acc. for 100. 2.00 to 2.50 per day.  
 Aldine Hotel, Samuel Haines acc. for 125. 2 to 3 per day, 10 to 16 per week.  
 Hotel Belmont, acc. for 125. 1.50 to 3.00 per day, 15 to 30 per week.  
 Irving House, Mrs. G. S. Googins, acc. for 100. 1 to 2 per day, 7 to 10 per week  
 Cleaves Restaurant, T. L. Cleaves, acc. for 75. 2 per day, 10 per week.  
 Cleaves House, Mrs. J. T. Cleaves, acc. for 40. 2 per day, 10 to 12 per week.  
 Pine Cottage, E. H. Miliken, acc. for 35. 1.50 per day, 7 to 10 per week.  
 Montreal House, Mrs. A. B. Blanchard, acc. for 100. 2 per day, 10 to 15 per week.  
 Revere House, L. A. Pillsbury, acc. for 100. 2.50 per day, 14 per week.  
 Staples Cottage, M. F. Porter, acc. for 60. 7 to 10 per week.  
 Central Park House, acc. for 50. 1.00 to 1.50 per day.  
 Linwood House, Mrs. H. T. Lord, acc. for 50. 2 per day, 10 per week.  
 Western, M. A. J. Staples, acc. for 35. 7 to 12 per week.  
 Hotel Everett, Mrs. M. F. Poster, acc. for 150. 2 to 3 per day, 10 to 15 per week.  
 Ingleside Cottage, acc. for 50. 1.50 per day, 7 to 10 per week.  
 Waverly Cottage, J. E. Webber, acc. for 25. 7 per week.  
 Granite State Hotel, Mrs. I. C. Estes, Ocean Park, acc. for 75. 1.50 to 2.00 per day.  
 Atlantic House, Mrs. S. D. Moulton, acc. for 75. 1.50 to 2.50 per day, 9 to 12 per week.  
 Lowell House, J. R. Duff, acc. for 50. 1.50 to 2.00 per day, 7 to 12 per week  
 Lynn Cottage, M. M. Boyden, acc. for 25. 1 per day.  
 Seaside House, W. G. Harmon, acc. for 45. 1.00 to 1.50 per day.

## PAWTUCKET, R. I.

Benedict House, Franz Donath, acc. for 60. 2 per day.  
 Aumann House, J. H. Gurry, acc. for 40. 2 per day.  
 The Rousmanere, M. E. White & Co., acc. for 45. 1 per day.  
 Pawtucket Hotel, 23 Broadway, acc. for 60. Rates reasonable.

## PEACEDALE, R. I.

Peace Dale House, J. McArdle, 25 rooms. Rates reasonable.

## PEAKS ISLAND (PORTLAND HARBOR), ME.

Union House, Mrs. E. A. Jones, acc. for 75. 1.50 to 2.00 per day, 10 to 12 per week.  
 Bay View House, J. T. Sterling, acc. for 75. 1.50 to 2.00 per day, 10 to 12 per week.  
 Greenwood Restaurant, E. A. Sawyer, acc. for 20. 1.50 to 2.00 per day, 8 to 10 per week.  
 Central Cottage, S. Skillings, acc. for 20. 1.50 to 2.00 per day, 8 to 10 per week.  
 Oceanic House, Mrs. R. T. Sterling, acc. for 60. 1.50 to 2.00 per day, 10 to 12 per week.  
 Toronto Cottage, A. V. Ackley, acc. for 20. 1.50 per day, 7 to 8 per week.  
 Willow Cottage, J. Sterling, acc. for 20. 1.50 per day, 8 to 10 per week.  
 Avenue House, M. C. Sterling, acc. for 60. 1.50 to 2.00 per day, 10 to 12 per week.  
 Highland Cottage, W. J. Gardner, acc. for 20. 1.50 per day, 8 to 10 per week.  
 Innis House, Miss S. Innis, acc. for 15. 1.50 per day, 8 to 10 per week.  
 Oak Cottage, H. Skillings, acc. for 20. 1.50 per day, 8 to 10 per week.  
 Peak's Island House. E. A. Sawyer, acc. for 60. 1 to 2 per day, 10 to 12 per per week.  
 Valley View House, W. S. Trefethen, acc. for 75. 1.50 to 2.00 per day, 10 to 12 per week.  
 Bethel House, Mrs. A. McDonald, acc. for 30. 1.50 per day, 7 per week.  
 Summer Retreat, Dr. J. Torrington, acc. for 80. 1.50 per day, 10 to 12 per week.  
 Central House, S. S. York. 1.50 per day, 8 per week.  
 Hillside House, Mrs. F. A. Jones, acc. for 20. 1.50 per day, 8 to 10 per week.  
 Prospect House C. I. Blake, acc. for 20. 1.50 per day, 8 per week.

## PINE POINT BEACH (SCARBORO), ME.

Sportsman House, J. W. Pillsbury, acc. for 40. 2 per day, 10 to 12 per week.  
 Pine Point House, M. F. Milliken, acc. for 25. 1.50 per day, 7 per week.  
 Meredith House, Mrs. Rose Hooker, acc. for 25. 1.50 to 2.00 per day, 10 per week.

## PLYMOUTH, MASS.

Samoset House, D. H. Maynard, acc. for 150. 2.50 per day, 10 to 15 per week.  
 Hotel Pilgrim, Proctor A. Roberts, acc. for 150. 2.50 to 3.00 per day, 15 to 20 per week.  
 Central House, M. E. Dodge, acc. for 60. 1.50 to 2.00 per day, 5 to 8 per week.  
 Plymouth Rock House, C. H. Snell, acc. for 50. 2 per day, 8 to 14 per week.



Churchill House, A. R. Churchill, acc. for 25. 1 per day, 4.50 to 5.00 per week.  
Franklin House, A. C. Finney, acc. for 60. 2 per day, 7 to 14 per week.  
Rice Cottage, Mrs. M. S. Rice, acc. for 25. 2 per day, 7 to 9 per week.

#### PORTLAND, ME.

Falmouth hotel, J. K. Martin, acc. for 400. 3 to 4 per day, 20 to 30 per week.  
Preble House, M. S. Gibson, acc. for 200. 3.00 to 3.50 per day, 14 to 30 per week.  
United States Hotel, Foss & O'Connor, acc. for 150. 2.00 to 2.50 per day, 14 to 30 per week.  
City Hotel, E. C. Sweet, acc. for 100. 2.00 to 2.50 per day, 8 to 12 per week.  
Merchants' Exchange Hotel, George E. Watson, acc. for 100. 1.50 to 2.00 per day, 6 to 14 per week.  
Perry Hotel, J. J. Perry, acc. for 40. 1.50 per day, 5 to 7 per week.  
St Julian Hotel, R. W. Underwood, acc. for 125. 2.00 to 2.50 per day, 8 to 15 per week.

#### PORTSMOUTH, N. H.

Rockingham House, W. R. Hill, manager, acc. for 300. 4 per day, 20 to 25 per week.  
Kearsarge, J. W. Goodwin, acc. for 75. 2 to 3 per day, 8 to 14 per week.  
Langdon, E. T. Cotton, acc. for 75. 2 per day, 7 to 14 per week.

#### PROVIDENCE, R. I.

Narragansett Hotel, L. H. Humphreys, acc. for 500. 3 to 5 per day.  
Hotel Dorrance, Geo. W. Cross, acc. for 200. European.  
City Hotel, Providence City Hotel Co., acc. for 200. 2 to 3 per day.  
Central Hotel, Hopkins & Sears, acc. for 300. European.  
Hotel Perrin, J. B. Reed, acc. for 100. 2 per day.  
Hotel Bristol, Wm. Larcher, acc. for 60. European.  
Revere House, J. R. Murphy, acc. for 40. European.

#### ROCKPORT AND PIGEON COVE, MASS.

Turks Head Inn, F. A. Nunns, acc. for 200. 2 to 4 per day, 10 to 20 per week.  
Pigeon Cove, Robinson & Co., acc. for 150. 2.50 per day, 12 to 15 per week.  
Ocean View, D. K. & L. H. Phillips, acc. for 120. 2 per day, 12 per week.  
Linwood, James Hurd, acc. for 120. 2 per day, 12 per week.  
Abbott House, A. Harding, acc. for 50. 2 per day, 10 to 12 per week.

#### SAUNDERSTOWN.

Ourte Mere House, Stillman Saunders, 30 rooms. 2.50 per day.  
Carpenter House, B. Watson. 2.50 per day.

#### SCARBORO BEACH, ME.

Atlantic House, S. B. Gunnison, acc. for 125. 2.50 per day, 14 per week.  
Kirkwood House, Otis Kaler, acc. for 125. 2 per day, 8 to 12 per week.  
Jocelyn House, F. B. Libby, acc. for 125. 2.00 per day, 8 to 12 per week.  
West Point House, Geo. H. Milliken, acc. for 50. 10 to 14 per week.  
Checkley House, Ira Foss, Prout's Neck, acc. for 60. 10 to 12 per week.  
Cammock House, Mrs. S. J. Libby, acc. for 75. 8 to 10 per week.  
Southgate, J. M. Kaler, acc. for 65. 9 to 15 per week.  
Prout's Neck House, E. Seavey, Prout's Neck, 10 rooms. 8 to 10 per week.  
Spurwink House, George Mitchell, acc. for 12.  
The Willows, I. C. Foss, acc. for 40. 8 to 10 per week.

#### SEACONNET POINT, LITTLE COMPTON, R. I.

The Sakonnet, J. L. Slocum, acc. for 75. 2.50 per day, 12 to 75 per week.

#### SEA VIEW, MASS.

Hotel Humarock, Humarock Beach, A. M. Mills, acc. for 250.  
Freedom House, Humarock Beach, acc. for 0. 1.50 per day, 8 to 10 per week.

#### SOMESVILLE (Mt. DESERT), ME.

Central House, Wm. Fennelly, acc. for 25. 2 per day, 10 per week.  
Somes House, Somes Brothers, acc. for 25. 2.00 per day, 10 per week.  
Babson House, E. E. Babson, acc. for 25. 2 per day, 10 per week.  
Atherton Hotel, B. T. Atherton, acc. for 25. 2.00 per day, 10 per week.  
Mt. Desert House, A. M. Hadley. 2 per day, 10 per week.

#### SOUTH DUXBURY, MASS.

Standish House, Standish Shore, F. H. Palmer, acc. for 125. 2.00 to 2.50 per day.

#### SOUTHWEST HARBOR, (Mt. DESERT), ME.

Island House, H. H. Clark, acc. for 225. 2 per day, 9 to 12 per week.  
Freeman House James A. Freeman, acc. for 75. 1.75 per day, 7 to 10 per week.  
Ocean House, A. Allen, acc. for 150. 1.75 per day, 8 to 10 per week.  
Stanley House, S. Stanley, acc. for 150. 1.75 per day, 8 to 10 per week.  
Hotel Dirigo, C. M. Holden, acc. for 50. 2 per day, 8 to 14 per week.  
Claremont House, Jesse Pease, acc. for 75. 2 per day, 10 to 14 per week.  
Sea Wall House, D. S. Mooney, acc. for 100. 1.75 per day, 8 to 10 per week.  
Boarding-house, S. H. Clark, acc. for 20. 1 per day, 7 per week.  
Boarding House, Nathan Clark, acc. for 12. 1 per day, 7 per week.

#### STOCKTON, ME.

Fort Point House, J. C. Ryder, acc. for 250. 2.50 to 3.00 per day, 10 to 20 per week.

#### SWAMPSCOTT, MASS.

Ocean House, Kilburn & Carter, acc. for 250. 18 to 25 per week.  
Lincoln House, Wardwell Bros., acc. for 200. 18 to 25 per week.  
Thomas Villa, Miss Durland, acc. for 30. 8 to 12 per week.  
Cliff House, J. A. Knowlton, acc. for 80. 8 to 17 per week.  
Blaney House, W. R. Blaney, acc. for 100. 8 to 16 per week.  
Oakland House, J. G. Stanley, acc. for 80. 10 to 15 per week.  
Cove House, J. Blaney, acc. for 60.  
The Ware, Mrs. Leitch, acc. for 50.

#### TAUNTON, MASS.

City Hotel, Floyd Travis, acc. for 150. 2.50 per day.  
Hotel Bristol, L. N. Francis, acc. for 60. 1.50 per day.

#### VINEYARD HAVEN.

The Cedars, West Chop, Miss E. S. Clifford, acc. for 80. 15 to 20 per week.  
Mansion House, Samuel Look, open all the year, acc. for 100. 2 per day.  
Grove Hill House, Mrs. Guinn, 20 rooms. 7 to 10 per week.  
The Tashmoo, Carrie F. Costello, Main street, acc. for 30. 2 per day.

#### WAKEFIELD, R. I.

Columbia House, W. B. Davidson, 40 rooms. 1 to 2 per day.  
Wakefield House, Louis Anthony, 18 rooms. 2 per day.

#### WARREN, R. I.

Fessenden House, Mrs. George L. Crump, corner Main and Croade streets, 50 rooms, 1.50 to 2.00 per day, 6 to 10 per week.  
Cole's Hotel, Jeremiah Goff, Main, corner Joyce Street, 35 rooms. 1.50 to 2.00 per day, 6 to 10 per week.

#### WARWICK, R. I.

Warwick Arms Hotel, Rocky Point. European Plan.  
Warwick Neck Inn, H. P. Bliss, Warwick Neck, 40 rooms. Terms on application.

#### WATCH HILL, R. I.

Atlantic House, O. S. Spencer; 80 rooms. 2 and 3 per day, 10 to 21 per week.  
Larkin House, D. F. Larkin, 206 rooms, acc. for 400 guests. 4 per day.  
Plympton, Bay View, Dickens, and Narragansett Hotels, William Hill, proprietor, all fronting on Little Narragansett Bay, 250 rooms, dining-room at Plympton. 2.00, 2.50, 3.00 and 4.00 per day.  
Ocean House, J. J. Champlin, 150 rooms. 4 per day.  
Watch Hill House, A. R. Hale, 165 rooms. 4 per day.

#### WELLS BEACH, ME.

Bay View House, Miss Mary Laughlin, acc. for 40. 2 per day, 10 to 14 per week.  
Littlefield House, A. J. Littlefield, acc. for 25. 1 per day, 6 per week.  
Davis House, J. M. Davis, acc. for 20. 1 per day, 6 per week.  
Perkins House, L. Perkins, acc. for 20. 1 per day, 6 per week.  
Mumetonka House, A. A. Perkins, acc. for 25. 1 per day, 6 per week.

#### WESTERLY, R. I.

Dixon House, Chauncey W. Johnson, Broad Street, Dixon House Square 125 rooms. 2.50 per day.  
Martin House, M. F. Martin, American and European plans, 2 per day.

#### WEST MYSTIC, CONN.

Cordner House, Mrs. A. E. Cordner, acc. for 35.

#### WICKFORD, R. I.

Cold Spring House, T. C. Peirce and C. P. Peirce, 41 rooms. 2.50 to 3.00 per day.  
Narragansett House, Henry S. Congdon, corner Wall and Main streets, 17 rooms. 1.00 to 1.50 per day.  
Wickford House, 55 Main street, George L. Prentice, proprietor, 40 rooms, 1 to 2 per day.

#### WOODS HOLL.

Dexter House, J. H. Melvin, fine location on Vineyard Sound, 20 rooms. 2 per day, 8 to 12 per week.

#### YARMOUTH, MASS.

Nobscusset House, Dennis Beach, Luther Hall, acc. for 200. 2.50 per day, 12 to 20 per week.

#### YORK, ME.

Marshall, E. S. Marshall, acc. for 400. 2.50 to 3.00 per day, 14.00 to 17.50 per week.  
Sea Cottage, C. A. Grant, acc. for 100. 1.50 to 2.50 per day, 12 per week.  
Hotel Bartlett, H. E. Evans, acc. for 150. 2.00 to 2.50 per day, 10 to 15 per week.  
Grand View House, J. F. Young, acc. for 200. 1.50 to 3.00 per day, 8 to 20 per week.  
Garrison, Preble & Sanborn, acc. for 100.  
Sea View House, M. Perkins, acc. for 50. 1 to 2 per day, 6 to 10 per week.  
Ocean House, Ellis & Sons, acc. for 300. 2 to 3 per day, 12 to 21 per week.  
Atlantic House, C. B. Hildreth & Son, acc. for 100. 2 to 3 per day, 10 to 20 per week.  
Hotel Rockaway, H. A. Mitchell, acc. for 75. 1.50 to 2.50 per day, 10 to 18 per week.  
Concord House, R. B. Morgan, acc. for 60. 1.50 to 2.00 per day, 8 to 12 per week.  
Fairmont House, A. D. Walker, acc. for 50. 2 per day, 8 to 12 per week.  
Agamenticus, M. S. Griffin, acc. for 40. 1.50 to 2.00 per day, 8 to 12 per week.  
Union Bluff House, M. French, acc. for 50. 2.00 to 2.50 per day, 8 to 15 per week.  
Beach House, A. D. Sayward, acc. for 30. 1.50 to 2.00 per day, 8 to 12 per week.  
Donnell House, S. J. Donnell, acc. for 100. 2.00 to 2.50 per day, 8 to 15 per week.  
York Harbor House, G. A. Goodell, acc. for 100. 2.00 to 2.50 per day, 10 to 14 per week.  
Harmon House, J. H. Vorrell, acc. for 100. 2.00 to 2.50 per day, 12 to 15 per week.  
Norwood Cottage, J. E. Norwood, acc. for 50. 2 per day, 8 to 12 per week.  
Whiting Cottage, G. H. Whiting, acc. for 50. 2 per day, 8 to 12 per week.  
Baker Cottage, E. Baker, acc. for 50. 2 per day, 8 to 12 per week.  
Oakland Farm, G. L. Payne, acc. for 25. 7 per week.



# Rhode Island Hospital Trust Company.

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SAM'L R. DORRANCE, *Vice-President.*

EDWARD S. CLARK, *Secretary.*

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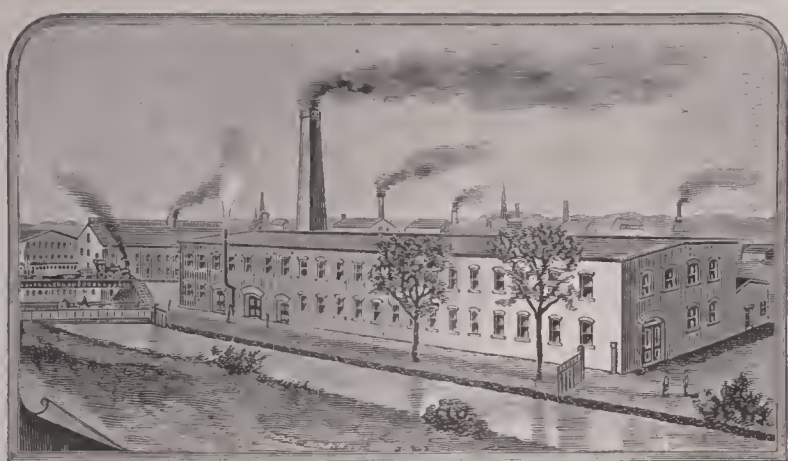
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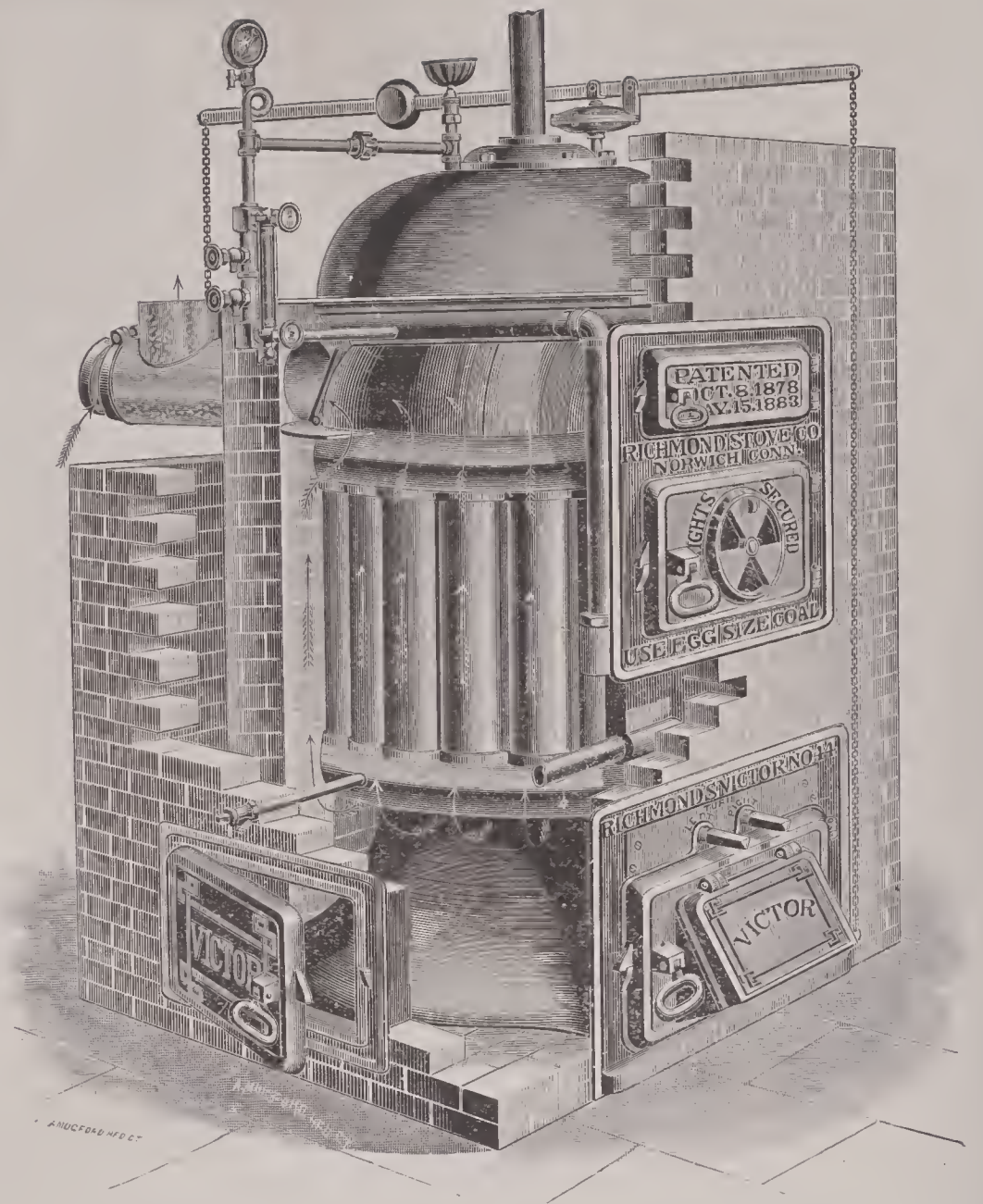
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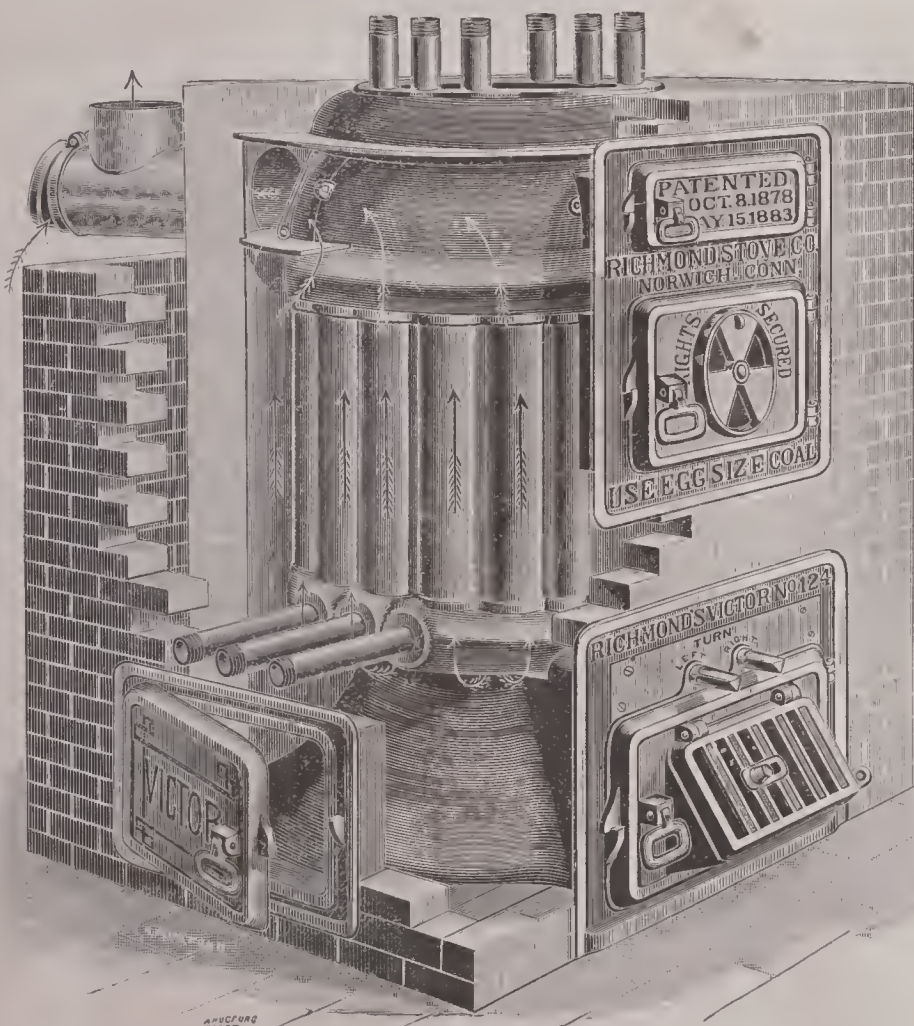
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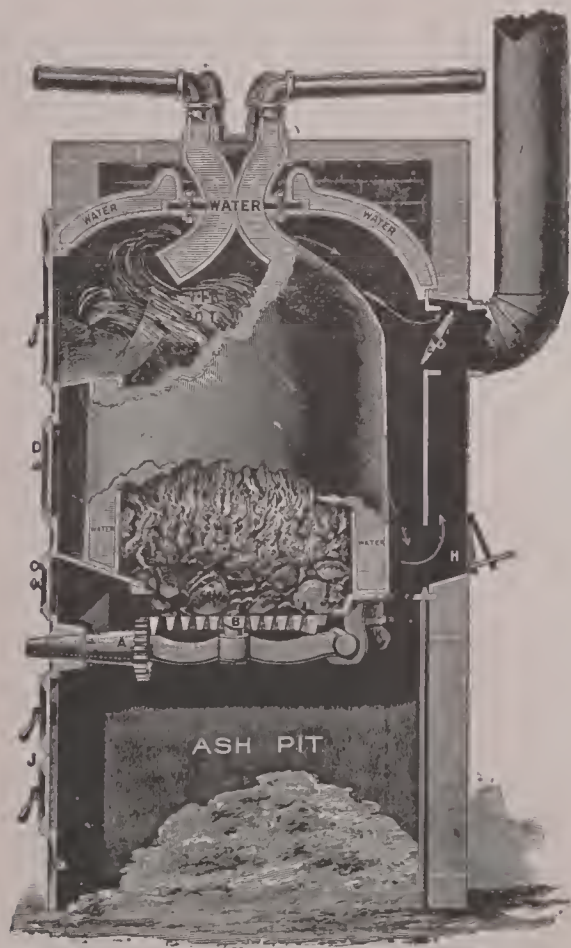
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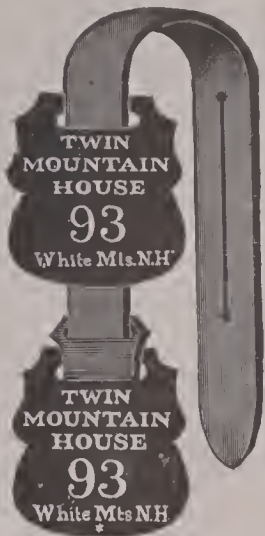
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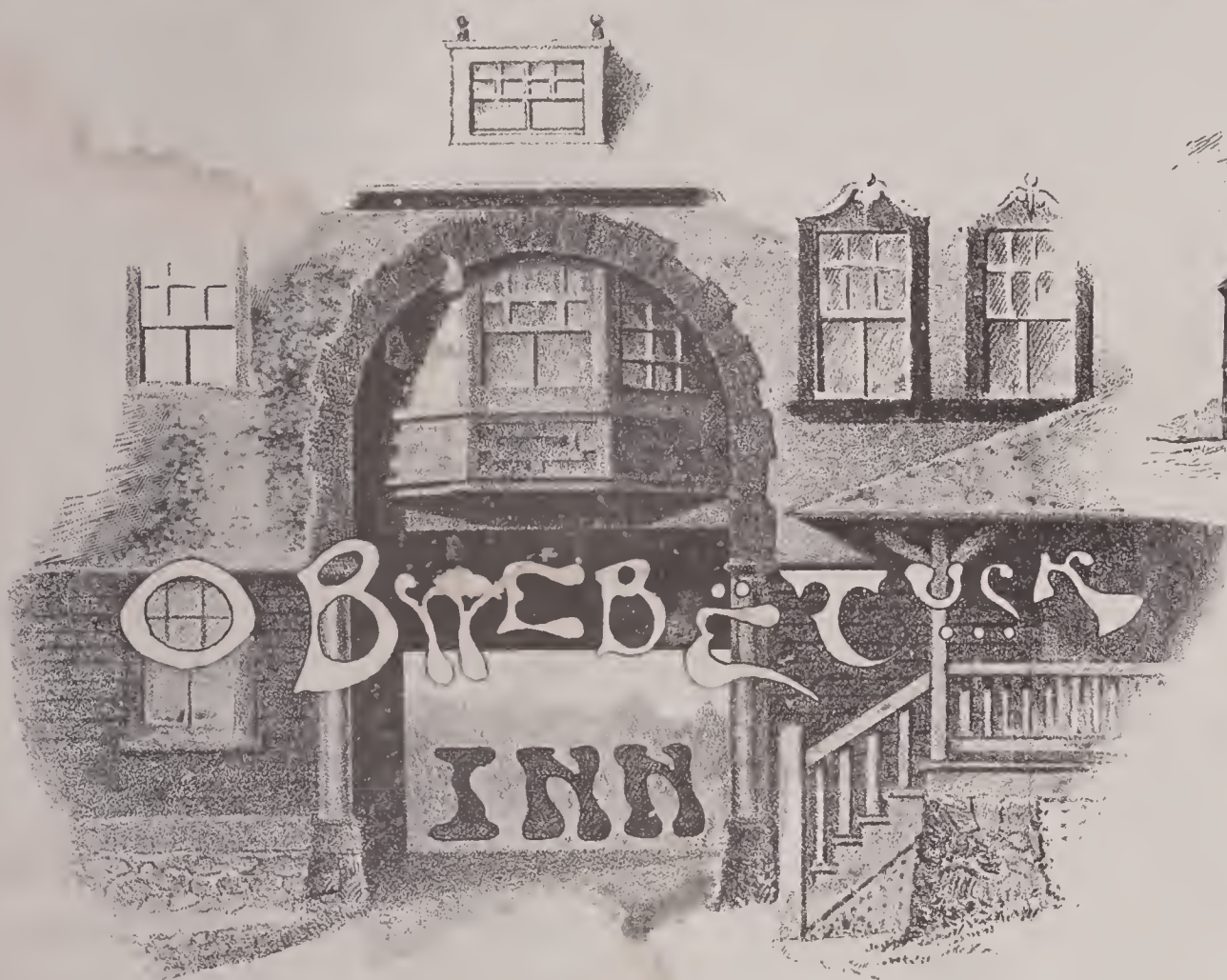
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Steamers GAY HEAD, NANTUCKET and MONOHANSETT will leave  
daily, on and after MONDAY, June 15th, Sundays excepted.

Leave New Bedford for Cottage City, 8.00, 10.00 A. M., 1.45, 4.45 P. M. RETURN—  
Leave Cottage City, 6.15, 9.30 A. M., 1.00 and 3.15 P. M.

Leave New Bedford for Nantucket, 8.00 A. M., 1.45 P. M. RETURN—Leave Nan-  
tucket, 7.00 A. M., 12.45 P. M.

Leave New Bedford for Woods Holl, 10.00 A. M., 1.45, 4.45 P. M. RETURN—  
Leave Woods Holl, 7.00 and 10.00 A. M., 4 P. M.

Leave Woods Holl for Cottage City, 11.30 A. M., 3.15, 6.40 P. M. RETURN—  
Leave Cottage City, 6.15, 9.30 A. M., 3.15 P. M.

Leave Cottage City for Nantucket, 10.00 A. M., 4.00 P. M. RETURN—Leave Nan-  
tucket, 7.00 A. M., 12.45 P. M.

Leave New Bedford for Vineyard Haven, 4.45 P. M. RETURN—5.45 P. M.

SUNDAYS—Commencing June 21st, leave New Bedford for Woods Holl, Cottage  
City and Nantucket, 9.00 A. M. RETURN—Leave Nantucket, 2.15 P. M., Cottage City, 4.45  
P. M., Woods Holl, 5.15 P. M.

### EXCURSION TICKETS.

New Bedford to Cottage City and Return, good until October 31, 1891.....\$1.00  
New Bedford to Nantucket and Return, good until September 26, 1891..... 2.00

EDWARD T. PIERCE, Agent, New Bedford.

## E. BARNARD BRUCE,

## Carpenter and Builder,

SHOPS,

141 Western Av., Lynn, & Walnut Av., Crescent Beach.

RESIDENCE, 49 CEDAR STREET, LYNN, MASS.

Special Attention given to Jobbing of all  
Kinds.



# Kennebec ~ Steamboat ~ Company.



The New and Elegant

## Kennebec River Steamers

Leave *Lincoln's Wharf, Boston, Daily, except Sunday, at 6 P. M. Saturdays One Hour Earlier, at 5 P. M.,*

For Popham Beach, Bath, Richmond, Gardiner, Hallowell and Augusta, Maine,

Connecting at Bath for Boothbay, Mouse Island, Squirrel Island, Capitol Island, Ocean Point, and other adjacent Watering Places in Boothbay Harbor.

The scenery on the Kennebec River has justly given it the name of "The Rhine of America," and the seaside resorts reached by the Steamers of this line are unsurpassed for

### FISHING, BOATING, SAILING AND BATHING.

Through Connections from **New York** with all **Sound and Rail Lines**, and Staterooms reserved two weeks in advance, on request.

**GEORGE C. HILLS, GENERAL AGENT,**

**LINCOLN'S WHARF, BOSTON.**

## THE FISHERS ISLAND BRICK M'F'G CO.

Office, Harris Building, Room 13, New London, Conn.

Brick Yards, Fishers Island, opp. New London Harbor.

UNSURPASSED SHIPPING FACILITIES DURING THE WHOLE YEAR.

# BRICK

DELIVERED TO ANY PORT ON THE COAST BY VESSEL.

PHILIP C. DUNFORD, Pres. and Treas.

H. L. CRANDALL, Sec'y.

## GAS STOVES,

—FOR—

Cooking and Heating.

Cannot be Equaled for Comfort, Convenience and Economy.



**PROVIDENCE GAS COMPANY,**  
15 Market Square.



## —TRUSSES.—

A specialty of curing RUPTURE in its worst form. The most approved Elastic and Spring Trusses adapted to all cases of rupture. Personal attention given to fitting in each case.

Low Prices. Consultation Free.

**T. J. HAMILTON,**  
Office, Rear 56 Union Street - Providence, R. I.  
And rear of Ladd's Dry Goods Store. P. O. Box 768.

**S. A. DUDLEY,**  
MANUFACTURER OF  
**Shuttles** OF EVERY \* \* \* DESCRIPTION.



PATENTED SEPT. 17, 1889.  
Also Sole Manufacturer of Dudley's Patent Outside Catch Shuttles.  
**TAUNTON, MASS.**





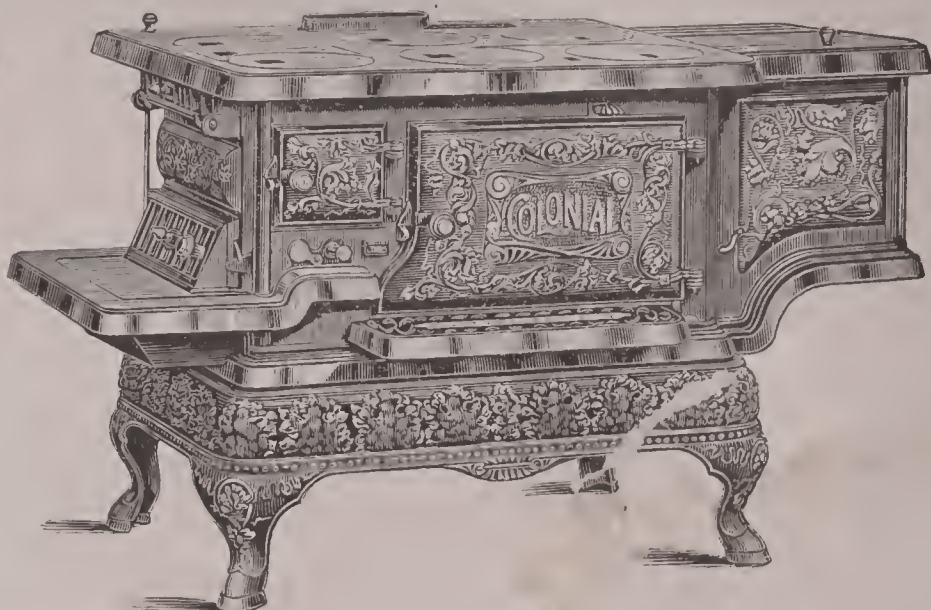
# The Winthrop and Colonial

# RANGES

LEAD THE MARKET IN  
BEAUTIFUL DESIGN AND  
SUBSTANTIAL QUALITY

MADE FOR ECONOMY IN FUEL.

If you want good wholesome food cooked in a Ventilated Oven, buy the  
Winthrop or Colonial Range. A blessing to the Home.



MANUFACTURED BY DIGHTON FURNACE COMPANY, NORTH DIGHTON, MASS.

JAMES H. CODDING, Treasurer.

## A. LAWSON'S

## GRANITE AND MARBLE WORKS.

F. W. LAWSON, Manager.

No. 112 Prospect Street, - Fall River, Mass.

Manufacturers of and Dealers in all kinds of

CEMETERY

IN GRANITE



WORK,

OR MARBLE.

All Orders promptly attended to and Workmanship First Quality.



# GRAND AND BEAUTIFUL!

## THE AVON SPRINGS PARK AND SPRINGS,

Avon, Livingston Co., New York.

### CONGRESS HALL,

### THE PALACE HOTEL,

OPENS JUNE 15, 1891.

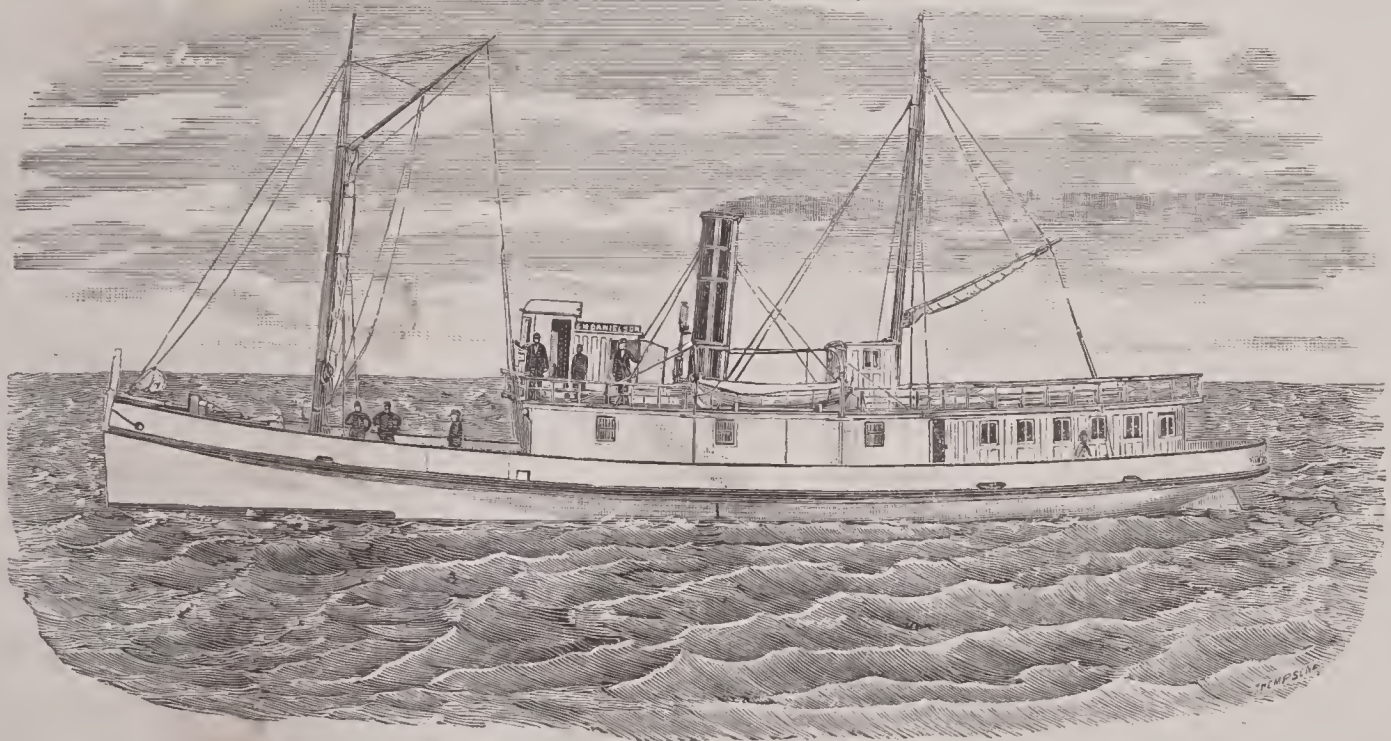
SEASON OF 1892.

### WORLD-RENOWNED HEALTH SANITARIUM.

THIS PROPERTY has been purchased by well-informed parties as a safe and profitable place to invest their money where it is sure to return handsome profits. Invite you to join upon the same inside low rate, *i. e.*: First Mortgage. Gold Coin Bonds at 85 cents on the dollar. That is \$85.00 secures you a Gold Coin Bond for \$100.00, upon which to pay you 6 per cent. on \$100.00. Coupons due each July and January and the full amount when due as Gold Coin making you fully 7 1-2 per cent. investment absolutely safe. Savings Banks, Trust Companies and Executors find no better investment. Can be had in \$100.00, or \$500.00 Bonds with Coupons.

The REAL ESTATE LOAN AND TRUST CO., of New York, are Trustees.

For Bonds and information address CHAS. W. VAN VLECK, 215 POTTER BUILDING, NEW YORK.



## NEWPORT AND BLOCK ISLAND.

Steamer GEORGE W. DANIELSON, Capt. CONLEY,

Leaves Block Island for Newport (Commercial Wharf) at	-	-	-	-	-	-	-	7.30 A. M.
Returning, leaves Newport at	-	-	-	-	-	-	-	1.30 P. M.

Connects with New York and Shore Line, via Wickford, with Steamers "Old Colony" and "Newport" from New York, and with Continental Line Steamers to and from Providence.



# ALGERIA HEIGHTS.

"IN-THE-PINES" of the famous health-giving Great Pine Belt of New Jersey.



## ALL REAL ESTATE, AS A RULE, HAS QUADRUPLLED IN VALUE

during the past fifty years, while during the same period  
**100 PER CENT.**

of all the merchants and traders in the city have failed and  
**100 PER CENT.**

of all the business corporations have either done likewise or  
gone out of business, so that their stocks have been  
wiped out.

"The price of land in New Jersey has been advancing recently. A tract of land offered and considered high at \$77,000 has just been purchased at \$105,000, same buyers and sellers."—*New York Herald*, '91.

Speaking of a section that has the advantage of enabling business men to run up to town every day,

THE NEW YORK HERALD SAYS:

"A number of those however who are not in business, find the "PINE WOODS" an agreeable change after the dissipations of the winter. Colonel Elliott F. Shepard. Mrs. Shepard and their children have been there for over a fortnight. Mr. E. Failer has been a frequent visitor and the Marquise de Perigord and her daughter The Princess Ruspoli are there for a stay."

As will be readily appreciated by those who study the motive of this Company in its great profits the company must come from the same source as yours, the increased value of the land. Each individual adds a new value both to his own and adjacent property. This is History and fact. Will you enjoy the advantages thus offered you and secure a Business or beautiful Cottage Lot, 25 by 125, at a nominal cost in

## THE GREAT PINE BELT OF NEW JERSEY.

now famous for its dry, bracing air, laden with aroma of health-giving and life-extending Pine Forests, so highly regarded for sufferers from or predisposed to pulmonary or nervous complaints. High above the level of the sea, thus assuring an absolutely dry air. *Malaria is unknown.* Excellent drainage, and fine roads, walks, etc.

"Location of PINE VIEW is about fifty miles from Philadelphia, and sixty miles from New York; on the Central R. R. of New Jersey, and the Pennsylvania R. R. within easy reach, by short ride, of Ocean Grove, Asbury Park, Long Branch, and other shore resorts, and just sufficient distance from the ocean to be shielded from its violent storms. within easy distance of Barnegat Bay, known for a century as the finest fishing and hunting grounds that the whole coast furnishes; the fisherman's favorite, with romantic drives and walks through the health giving Forests. Pine View Lots are \$30, \$50 and \$100 each. Plans are out for the New Palace Hotel."

We propose to place a number of Algeria Heights Lots for \$10 or \$15 each, reserving adjoining property for our use or sale. Highest References, and endorsements of the Press.

**ALGERIA HEIGHTS CO., 215 Potter Building, New York City.**

PRICE UNTIL AUGUST 1st, \$5 each, if you mention "THE NEW ENGLAND COAST."

It has been famous as a resort for over half a century. At the picturesque headwaters of the Wading River, midway between PHILADELPHIA and NEW YORK, between the two branches of the CENTRAL R. R. of NEW JERSEY and the PENNSYLVANIA R. R., within easy reach of ATLANTIC CITY, LONG BRANCH, and other sea-side resorts, and away from the violent storms of the ocean. Similar to LAKEWOOD, PINE VIEW, BROWN'S MILLS, DELAWARE WATER GAP, ETC.

### ALGERIA HEIGHTS IN-THE-PINES

is over 160 feet above the level of the sea, giving light, dry, bracing air, laden with health-giving and life extending Pine Forests. Soil light loam, water pure spring, clear as crystal, and the famous cedar water, called by Prince de Leon, "THE WATER OF LIFE."

"There are just as many farms that can be purchased for the same money that it costs to carry a family to a Western Territory where the making of a home will exhaust the vitality left in a man and woman of middle age," so says the *New York Times*. To "point the moral," it is better to remain East where there are markets.

"Is in the Pine Belt of N. J. a paradise for those afflicted with pulmonary affections. Convenient to N. Y. City, Philadelphia and the popular resort of Lakewood."—*Com'l Union*.

"One of the most beautiful tracts of land I ever saw."—PROF. ADAMS.

"The great Health giving and life extending "Pine Belt" it is truly named."—*Exchange*

"Scientific and Geographical research aided by the recent Government Coast Surveys has proved that the wonderful Ocean Current of warm water known as the "GULF STREAM" curves inward along the coast of New Jersey modifying and tempering the atmosphere and climate, making this nature's Sanitarium."—*Decorator*.

### BIG PROFITS IN REAL ESTATE.

"Mrs. U. S. GRANT, Jr., realized \$10,000 profit in two years on one investment"—*N. Y. Herald*.

### "WESTERN FARM MORTGAGES ARE NOT SAFE."

"The basis of all Wealth is Real Estate. The foundation of all great fortunes is Real Estate." GEN'L BUTLER.

## CHEAP LAND OFFERS



# Tri Mountain House,



BAILEY'S HILL, NAHANT, MASS.

OPEN AFTER MAY 30TH.

Fish Dinners a Specialty.



FINEST LOCATION IN NAHANT.

SYLVESTER BROWN, Prop.

1861-1891.

## The Pigeon Cove House, CAPE ANN, MASS.

Open from June 1, until October 1, 1891.

25th Season. MRS. E. S. ROBINSON, Prop.

This old and always satisfactory House is now open for its twenty-fifth season, June 1, 1891. With a system of drainage direct and complete and with neither stagnant water nor swamps in the vicinity, the house claims as a proud health record the simple fact that in twenty-five seasons no death or case of serious illness has occurred in its rooms. The temperature of the place is uniformly cool and pleasant.

Attractive drives and walks abound, and excellent livery service may be secured at the office. The grassy lawns about the house afford ample opportunity for tennis, croquet and other outdoor sports and exercises, and sailing and fishing is of course a popular pastime.

Away from railroad and steam whistle, Pigeon Cove is in easy communication with the outside world. Business men have the telegraph wire at their command in the house, and with two mails each day may keep fully informed as to home affairs.

Further information, rates, etc., will be cheerfully forwarded on application to

MRS. E. S. ROBINSON,

Cape Ann, Essex County.

Pigeon Cove, Mass.

## Ambrose Hotel,



S. T. HUBBARD, PROPRIETOR.

119 & 121 Thames Street,  
NEWPORT, R. I.

First-Class Restaurant.

Best of Table Board at reasonable Rates. Ladies and Gentlemen from out of town will find this a comfortable place to rest and get their meals.

# Hotel Aquidneck,



NEWPORT, R. I.

The above Family Hotel is now  
open for Permanent and  
Transient Guests.



Table d'Hôte, 1 to 3.

E. V. WESTCOTT.

Headquarters Army and Navy.

# PURITENE



TRADE MARK.



R. J. PAINE, the Inventor and Patentee. by

Is not "about the same thing as other washing powders." But PURITENE is a wonderful washing compound.

PURITENE is the greatest invention of the 19th Century. Imitated by many, equaled by none.

Insist upon having P-U-R-I-T-E-N-E, and be sure that you get what you seek.

See that it is manufactured

The Jinks' Soap Manufacturing Company,  
MANSFIELD, MASS.



NOTARY PUBLIC, JUSTICE OF THE PEACE, AUCTIONEER.

**E. G. ELDRIDGE,**

# Real Estate and Insurance.

**Offices, Arcade Building & Highland Office.**

Cottages to Let. Cottages for Sale. Contracts placed for Building, Painting, Repairing, and Moving Cottages. Property left in charge will receive personal attention.

## Building Lots and Tracts of Land.

Over 800 building lots on Vineyard Highlands For Sale. Plans of Vineyard Highlands and Oak Bluffs furnished on Application.

### Highland House,

COTTAGE CITY, MASS.



The Highland House is situated at the head of Camp Meeting and Baptist Landing, at what is known as "The Highlands," and is acknowledged to be the finest location on the island. It is directly in front of the Summer Institute, only 60 feet from the ocean, at the terminus of the Horse Railroad, and a short distance from the Katama steam cars and the centre of the city or Oak Bluffs. Has a full view of Vineyard Sound (the greatest marine highway of America,) with its ever changing panorama of sailing vessels and steamships, and is the coolest and most desirable spot for a summer residence.

Regular transient rates, \$2.50 per day. Weekly rates, \$10 to \$15 for single, or \$18 to \$26 for double rooms, according to location of same. Special terms for families and those remaining through the season.

HERBERT H. FIELD,  
Proprietor.

### SEARELL HOUSE,

Cottage City, Mass.

#### CHANGE OF MANAGEMENT.

This House has been thoroughly renovated and will open for the reception of guests June 15.

THE HOUSE IS SUPPLIED WITH PURE SPRING WATER.

Excursionists and Parties Specially provided for.

**C. J. READ, Proprietor.**

Formerly of College Street Hotel, Providence.

### CENTRAL HOUSE

Cottage City, - Mass.,  
HAS CHANGED HANDS.

Has been thoroughly Renovated and Refurnished and will open for the reception of Guests June 15.

The House has all Modern Conveniences.

**J. K. Wetherell, - - - Proprietor.**

**F. J. Chase, - - - Manager.**

(Formerly of City Hall Avenue Restaurant, Boston.)

EUROPEAN PLAN.

THIS HOUSE IS SUPPLIED WITH PURE SPRING WATER.

### CHARLES SNOW, AUCTIONEER AND REAL ESTATE AGENT,

124 Circuit Ave., Cottage City, Martha's Vineyard, Mass.

Cottages for Sale and To Let.

Orders taken for Building, Repairing, Painting and Mason Work. Cottages closed and taken care of during the Winter and opened for Summer. Cottages placed in my care will receive personal attention.

### "The Narragansett,"

NARRAGANSETT AVENUE,

Cottage City, = = = = = Mass.

OPEN FROM JUNE 1st, TO OCTOBER 1st.

One of the most desirably located houses of any at this famous resort; within three minutes' walk of the Bathing Beach, Steamboat Landing and Post-Office. The Rooms are all Pleasant and Airy. There are Spacious Piazzas, and a Beautiful Lawn extends along the entire front of the house. Cuisine the Best. Liberal Terms. For further particulars address,

**A. A. HILL, Prop.**





# THE NANTUCKET Nantucket, Mass.

W.M. TUPPER, Proprietor.



## OCEAN HOUSE,

Nantucket, Mass.

Open for Guests June 25.

Pleasantly and conveniently located. House supplied with all modern conveniences. Table unsurpassed. For circulars and terms address

E. J. DOYLE, Proprietor.

## THE ATLANTIC HOUSE.



Is located in the charming seaside village of STASCONSET, on the island of Nantucket, and will open for the season June 15. This house has been known to the traveling public many years, and has won a proud name as a hostelry where the guests are served in a most hospitable and satisfactory manner. The apartments are large and airy, and furnished with the best in the line of mattresses, etc., while the cuisine is looked after with the strictest attention to secure its uninterrupted excellence. The terms are fixed at the following low rates for the season:

BY THE WEEK, \$8.00 TO \$15.00.

F. S. GHADWICK, Proprietor.

## HART & AKIN, Coal and Wood.

Paints, Oils, Varnishes, Glass. Tar, Pitch and Oakum.

SHIP PAINTING, ALL BRANCHES.

HART & AKIN,

Corner of Walnut and Water Streets, New Bedford, Mass.

## NEW BEDFORD TOW BOAT COMPANY.



Tugs, "Nellie," "George W. Hunt," and "Cygnets."

Orders Solicited and Promptly Executed.

SAMUEL C. HART, Agent,  
Cor. of Walnut and Water Sts., New Bedford, Mass.

## THE POINT BREEZE.

This is a new house, erected the past winter for the accommodation of guests visiting the island of Nantucket in search of health or pleasure. In building the house, it has been the aim to include everything that will conduce in all particulars to the comfort and satisfaction of tourists, and its departments are all supplied with the latest modern improvements, including electric bells in all the rooms, connecting with the main office; running water, water closets on all floors, and a perfect system of underground drainage to tide water; gas for illuminating purposes, etc. The dining room is a commodious apartment, arranged with a view to the utmost convenience in serving patrons, and the kitchen is removed from the main house, thus dispelling the very obnoxious feature of smell from cooking.

The location of the Point Breeze is a feature of the hotel that calls for special note. It is located at the junction of Easton and North Water streets, but five minutes' walk from the Post-Office, Steamboat landing and Bathing rooms. Horse-cars pass the house. The views from the rooms all of which are airy and spacious are charming; every room commanding an outlook of the bay or harbor a fact that should cause investigation by pleasure seekers. It is the purpose to run this hotel first-class in every respect and this makes the house popular both in service and price. Specially favorable rates are made for the season, and for June and September. The management is under the personal supervision of

CHARLES F. FOLGER, Proprietor.



# Pierce Villa,

Mrs. A. B. ABBE.

Narragansett and Naumkeag Avenues,  
COTTAGE CITY, MASS.

## CHARLES H. WALLEY, PRACTICAL HOUSE PAINTER AND PAPER HANGER.

DEALER IN —  
Paints, Oil, Varnishes, Putty and Window Glass.  
Orders by Mail Promptly Attended to.  
OFFICE 71 CAKE ST., PORTLAND, ME.

# Narragansett Pier Railroad.

TIME-TABLE, Commencing June 29, 1891.

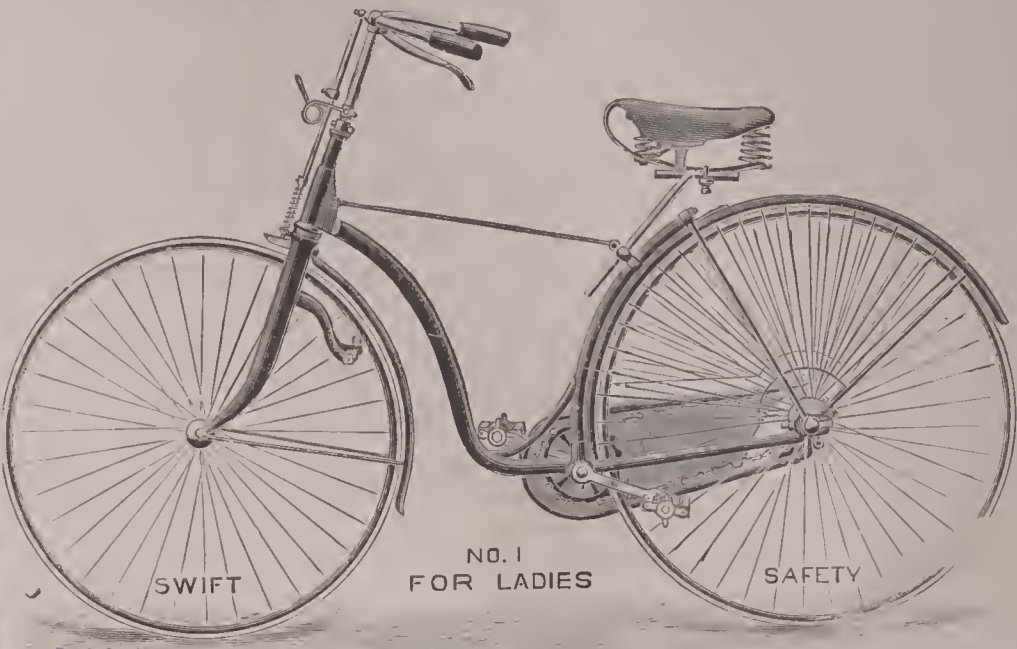
To Narragansett Pier												Sunday.											
[June 29, 1891.]																							
LEAVE																							
New York (Ston. Bt.)																							
New York (Sh. Line)																							
New Haven																							
Stonington																							
Westerly																							
Boston																							
Providence																							
Kingston																							
Peacedale																							
Waketield																							
Narragansett Pr. Ar.																							
Str. Leaves Narr Pier																							
Arrive																							
LEAVE																							
Narr. Pier																							
Peacedale																							
Kingston																							
Providence																							
Boston																							
Westerly																							
Stonington																							
New Haven																							
New York (Sh. Line)																							
New York (Ston. Bt.)																							

\* Daily after July 6.  
Fright train will leave Narragansett Pier for Kingston at 1.15 P. M. Return, leave Kingston at 3.45 P. M.  
Drawing-Room Car will leave Narragansett Pier for New York each week day at 11.45 A. M.

GEO. T. LANPHEAR, SUPT.

## R. H. ROBSON, — MANUFACTURER OF — The Speedwell Cycles,

And Dealer in all kinds of Bicycles and Tricycles. A large stock of second hand machines to be sold regardless of cost. Difficult repairing done in the best manner. Cripples' machines built to order.



— ALSO DEALER IN —  
HANGERS, SHAFTING, PULLEYS AND BELTING.  
Engines, Boilers and Steam Pumps Supplied to order and Set Up.  
Particular attention given to Steam and Gas Piping and all kinds of Machine Work and Jobbing.  
SEWING MACHINE REPAIRING A SPECIALTY.  
All Work Done in a Prompt and Satisfactory Manner.  
SALEM, MASS.

## NEW LONDON AND LONG ISLAND Steamboat Co. Str. Manhasset. SHORTEST AND PLEASANTEST ROUTE — TO — Greenport, Shelter Island, Sag Harbor, and All Points on East End Long Island.

Leaves New London Daily, (Sundays Excepted) at 8.15 A. M.  
E. F. MORGAN, Treas.



# Maine Central Railroad,

THE GREAT STEEL  
THOROUGHFARE OF THE  
EAST.

FORMING THE ONLY ALL-RAIL LINE TO

## MOUNT DESERT,

and, with lines extending between PORTLAND and the Boundary Line between MAINE and NEW BRUNSWICK, and between PORTLAND and the Boundary Line of VERMONT, and extending into Canada through the Celebrated CRAWFORD NOTCH, piercing the heart of the

## WHITE MOUNTAINS,

forms the DIRECT LINE to MONTREAL and QUEBEC, and with its main lines, branches and connections not only reaching BAR HARBOR, ST. ANDREWS, MOOSEHEAD, RANGELEY and BIGELOW LAKES; forming the shortest and only line by way of Coast and Beaches to all principal WHITE MOUNTAIN RESORTS, but also reaching numerous other resorts both on the sea coast and in the interior, which by their pure air and invigorating atmosphere are drawing visitors in increased numbers each year. Indeed it may be said that this line reaches a greater galaxy of summer resorts than any line in the world.

Four Express Trains run daily between BOSTON and points in Maine, three for the Provinces, and two for the Mountains, the latter with choice of routes via PORTLAND or NORTH CONWAY, and with connections from and to all points South and West.

### Portland, Mount Desert and Machias Steamboat Line.

The Pioneer Steamboat Line for MT DESERT making semi-weekly trips between PORTLAND, ROCKLAND, CASTINE, DEER ISLE, SEDGWICK, BAR HARBOR, MILLBRIDGE, JONESPORT and MACHIASPORT, from PORTLAND, on Tuesdays and Fridays, at 11 P. M., or on arrival of Express Trains leaving BOSTON at 7 P. M., and from MACHIASPORT, Mondays and Thursdays, at 4 A. M., BAR HARBOR at 10 A. M., is under the same management. Tourists who would enjoy superior accommodations, and varied attractions in Coast, Lake and Grand Mountain Scenery, should take the lines operated by this company.

Call at GENERAL OFFICES, PORTLAND, MAINE, where further information will be cheerfully given.

F. E. BOOTHBY, General Pass. and Ticket Agent.

PAYSON TUCKER, Vice-Pres. and General Manager.

### JEWETT'S BOOK AND NEWS DEPOT, Booksellers, Newsdealers and Stationers,



We have the largest line of paper covered books to be found  
in the city.

**504 Congress Street,  
PORTLAND, ME.**

Mail orders given prompt attention. All periodicals sent post paid to mail customers. Subscriptions received for all the leading publications at publishers' rates.

### DR. J. B. HUGHES, PRIVATE MEDICAL ROOMS, 496 1-2 Congress Street.

WHERE he can be consulted privately, and with the utmost confidence by the afflicted, at all hours daily, from 8 A. M. to 9 P. M.

Ladies or Gentlemen requiring medical advice or treatment, arising from any private cause, would do well to banish all diffidence and make an early application to DR. HUGHES

The Doctor's long and successful practice in this city, together with the marvelous cures, are unquestionable guarantees of his skill and ability.

Persons who cannot personally consult the Doctor can do so by writing in a plain manner a description of their disease, and appropriate remedies will be forwarded immediately. All correspondence strictly confidential, and will be returned if desired.

**DR. HUGHES,**  
No. 496 1-2 CONGRESS STREET, PORTLAND, ME.,  
A few steps from Preble House, opp. side, Cor. Brown Street.

## GREENWOOD

## GARDEN,

PEAKS ISLAND,  
PORTLAND HARBOR, ME.

C. H. KNOWLTON, - MANAGER.

This beautiful Grove contains several Complete Exhibitions: Zoological Garden, Aquarium, Aviary, Flying Horses, and Observatory, Largest, Coolest and best appointed Restaurant on the Bay, and New Dance Hall. (Fish Dinners a Specialty.) These, together with the Mammoth Opera House.

STEAMERS LEAVE PORTLAND PIER DIRECT TO GARDEN.

See page 96.



# CASCO BAY Steamboat Company.

## U. S. MAIL and PASSENGER LINE

BETWEEN

### Portland and the Islands of Casco Bay.

The Only Line Running to the Islands all the Year Round.

This Company offers unrivaled facilities for transportation to Peaks, Little Diamond, Great Diamond, Long, and many other Islands, by their new and handsome fleet of Steamers, consisting of the

Forest City, Forest Queen,

Emita, Cadet, Mary W. Libby.

During the summer months a Regular Ferry is established, leaving the city nearly every half hour. This line runs in direct connection with all Amusements on Peaks Island, and tickets may be purchased with coupons admitting to them. Special Rates of Transportation for Picnics, Cottagers, Campers and others.

**C. W. T. GODING, Gen. Manager,**  
**PORTLAND, Maine.**

ELECTRIC BELLS. STEAM HEAT.

TELEPHONE 845.

## MERCHANTS EXCHANGE HOTEL,

**Temple Street,**

Just off Monument Square, **Portland, Me.**

Most Central Location in the City.

Convenient to all Horse Cars.

**GEO. E. WATSON, - Prop'r.**

## BOOKS, STATIONERY AND ROOM PAPERS.

### LORING, SHORT & HARMON,

MANUFACTURERS OF

### BLANK BOOKS.

## Printers and Binders

### SECOND-HAND LAW BOOKS,

Bought, Sold or Exchanged.

### LORING, SHORT & HARMON,

**New Store, 474 Congress Street,**

OPP. PREBLE HOUSE,

**PORTLAND, MAINE.**

### JOHN F. PROCTOR,

—DEALER IN—

## Real Estate.

MORTGAGES NEGOTIATED AND MONEY LOANED.

**93 Exchange St.,**

**PORTLAND, Me.**

### W. H. WESCOTT,

MANUFACTURER OF

## GALVANIZED IRON, COPPER GUTTERS AND CORNICES

Also Tin Roofing in all its Branches.

All kinds of Tin, Sheet Iron, Copper, Zinc and Lead Work made to order at short notice and in the best possible manner. Also Corrugated Iron Work of all kinds, such as Roofing, Siding, Window and Ridge Caps, Clapboards, Mouldings, Awnings, etc.

**482 Fore St., cor. Cross, Portland, Me.**

METAL SKYLIGHTS A SPECIALTY.



1866—TWENTY FIVE YEARS.—1891.

THE  
LADD  
STANDARD  
WATCH  
CASES.



DESIGN No. 1299

Ladd  
Watch  
Case  
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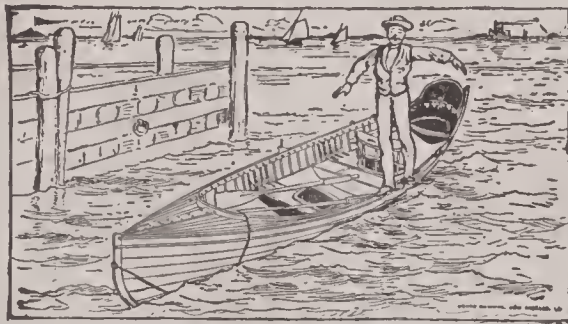
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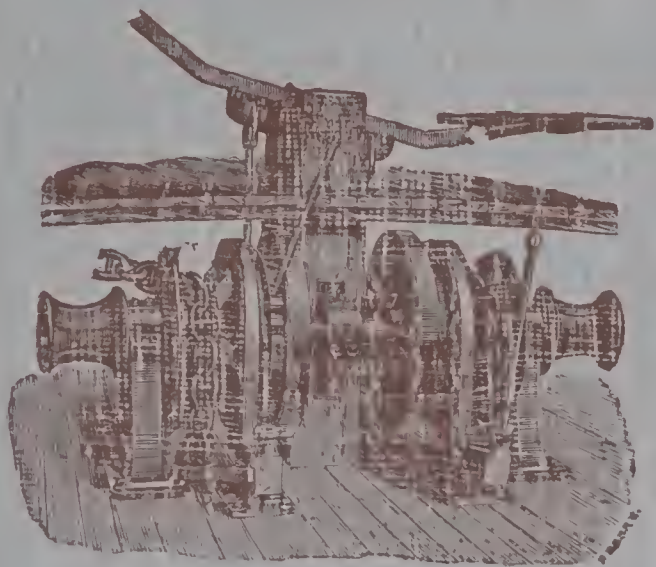
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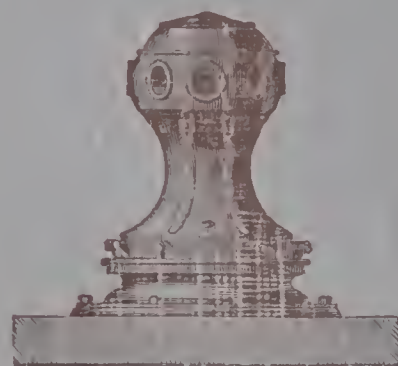
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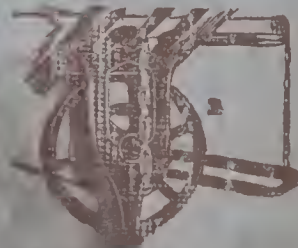


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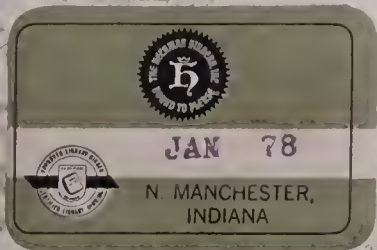














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